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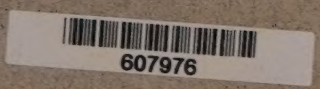
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ACCOUNTS AND PAPERS:

FORTY-THREE VOLUMES.

—*(35.)*—

COMMERCIAL REPORTS—*continued.*

Session

5 *February* —— 13 *August* 1875.

VOL. LXXVI.

ACCOUNTS AND PAPERS:

1875.

FORTY-THREE VOLUMES:—CONTENTS OF THE

THIRTY-FIFTH VOLUME.

N.B.—*THE* Figures *at the* beginning of the line, *correspond with the* N° *at the foot of each* Paper; *and the* Figures *at the* end of the line, *refer to the* MS. Paging *of the Volumes arranged for The House of Commons.*

COMMERCIAL REPORTS—*continued.*

Reports from Consuls—*continued.*

Reports from Her Majesty's Consuls on the Manufactures, Commerce, &c. of their Consular Districts:

[c. 1238.] Part IV. Spain, Sweden and Norway, Tripoli, Tunis, Turkey, United States, Uruguay - - - - - p. 1

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COMMERCIAL. No. 11 (1875).

(TRADE REPORTS.)

REPORTS

FROM

HER MAJESTY'S CONSULS

ON THE

MANUFACTURES, COMMERCE, &c.,

OF THEIR

CONSULAR DISTRICTS.

PART IV.

Presented to both Houses of Parliament by Command of Her Majesty.
JUNE 1875.

LONDON:
PRINTED BY HARRISON AND SONS,
PRINTERS IN ORDINARY TO HER MAJESTY.

1875.

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SPAIN.

ALICANTE.

Report by Consul Barrie on the Trade and Commerce of the Consular District of Alicante for the Year 1874.

Alicante.

Notwithstanding the continuance of the civil war during the year, and the consequent insecurity of communications with the interior, the trade at this port in British vessels has augmented from 91 in the previous year to 101, and in the article of Newfoundland cod-fish alone, from 25 vessels in 1873 with 87,400 quintals or cwt., to 37 vessels with 129,566 quintals in 1874. The other chief article of importation in British vessels, viz., coals, has fallen from 23,973 tons in 1873, to 16,767 tons in 1874; the greater consumption in the former year being attributable to the presence of the Spanish fleet at the blockade of Carthagena. The exportation of esparto grass has risen from 2,482 tons in 1873 to 3,070 in 1874.

In the accompanying return of British and foreign shipping at this port, it has been impossible to obtain from the custom-house a correct statement of the value of the importations and exportations, and I have therefore limited them to those of Great Britain, France, Sweden, Norway, and United States, furnished to me by the Consuls.

Valencia.

The trade at this port has been prosperous, as regards the exportation of agricultural products, which have obtained high prices and have not suffered any prejudice by the occasional Carlist raids. The production and exportation of oranges increase enormously, and Great Britain consumes about 80 per cent. of the crops, which affords remunerative employment to British vessels, especially the numerous steamers homeward bound from other ports in the Mediterranean. In this branch of the trade, 113 British steamers in transit, and 14 British steamers in ballast, total 127, called here and loaded oranges during the year, besides 36 foreign steamers, chiefly under the Spanish flag, and 9 sailing vessels.

The orange shipping season commences in November, and terminates in May or June, and the exportation 1873 to 1874, was the following;—

	Cases.
To London	127,552
„ Liverpool	943,421
„ Glasgow	36,845
„ Hull	27,356
„ Leith	5,685
Total to Great Britain	440,859
„ United States	60,964
„ Continent	21,894
Total	523,717

The wine produced here is shipped in large quantities to Cette and Marseilles, where it is valued for its deep red colour; it is also shipped to Brazil and the River Plate. The growers and merchants have not yet derived the benefit they anticipated from the exhibition of wines last summer at the Albert Hall; but it is hoped that they may have obtained a correct idea of the taste of the British people, both for consumption in Great Britain, as well as for re-exportation to the British colonies and other parts of the world.

Imports—It is almost impossible to obtain reliable data on this head, and the statistics, if they may be called such, which are found at the custom-house, are too confused and irregularly kept to be depended upon. This report is therefore limited to the British ships that entered our port in 1874 with cargoes to land, viz. :—

17 steamers from Swansea, with 14,270 tons patent fuel.
7 „ „ Newcastle „ 5,991 „ coal.
5 „ „ Glasgow „ 3,233 „ „
2 „ „ Cardiff „ 1,808 „ „
12 sailing vessels, from Labrador coast and Newfoundland, 3,262 quintals codfish.
4 ships, from Peru, with 3,262 tons guano.
1 sailing vessel, from United States, with petroleum.
2 „ „ „ „ tobacco.

Denia.

The importations of timber and fuel in 3 British, 1 Spanish, and 2 Norwegian vessels amounted in value to 7,400*l.*, and the exportations of raisins in 50 British, 40 Spanish, and 8 United States vessels, was valued at 342,708*l.* sterling.

Jabea.

The exportations of raisins during the past year amounted in value to 46,841*l.*

Benicarlo.

The exportation of wine in 3 British vessels amounted in value to 7,106*l.*, and in 50 foreign vessels (37 of which were French) to 75,400*l.*

Torrevieja.

The importation, chiefly timber, amounted to 6,920*l.*, and the exportations consisting entirely of salt, amounted to 40,670*l.* in 209 Spanish and foreign vessels, 13 of which last were British of 2,627 tons register, which loaded 40,895 metrical quintals, 3 of which vessels were bound to Newfoundland and the others to ports in the north of Europe.

RETURN of British and Foreign Shipping at the Port of Alicante in the Year 1874.

ENTERED.

Nationality of Vessels.	With Cargoes.			In Ballast.			Total.			Value of Cargoes.
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	£
British	87	30,814	1,189	14	2,950	98	101	33,764	1,287	196,076
Spanish, Sailing Vessels	519	39,483	3,944	251	18,664	1,752	770	58,147	5,696	...
,, Steamers	668	168,967	14,823	4	899	88	672	169,866	14,911	...
French	152	30,024	1,757	21	5,410	219	173	35,434	1,976	90,394
Italian	8	2,061	80	43	4,687	362	51	6,748	442	18,941
Swedish and Norwegian ...	22	5,931	229	...	...	...	22	5,931	229	31,500
American, U.S...	6	1,611	55	...	...	...	6	1,611	55	26,297
Dutch	2	674	32	2	200	12	4	874	44	...
Austrian ...	...	...	...	2	392	18	2	392	18	...
Greeks	...	...	...	1	261	10	1	261	10	...
Portuguese ...	...	573	16	1	179	8	2	752	24	...
Russian	6	1,883	72	...	...	...	6	1,883	72	...
Danish	...	...	...	1	129	7	1	129	7	...
Total ...	1,471	282,021	22,197	340	33,771	5,574	1,811	315,792	24,771	...

CLEARED.

Nationality of Vessels.	With Cargoes.			In Ballast.			Total.			Invoice Value of Cargoes.
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	£
British	46	10,756	531	55	23,008	756	101	33,764	1,287	55,700
Spanish, Sailing Vessels	519	39,483	3,944	251	18,664	1,752	770	58,147	5,696	...
,, Steamers	668	168,967	14,823	4	899	88	672	169,866	14,911	...
French	152	30,024	1,732	21	5,410	244	173	35,434	1,976	145,100
Italian	44	4,795	372	7	1,946	70	51	6,741	442	55,744
Swedish and Norwegian ...	22	5,931	229	...	...	...	22	5,931	229	...
American, U.S...	6	1,611	35	...	...	...	6	1,611	35	1,600
Dutch	2	674	32	2	200	12	4	874	44	...
Austrian ...	2	392	18	...	...	...	2	392	18	...
Greeks	1	261	10	...	...	...	1	261	10	...
Portuguese ...	2	752	24	...	...	...	2	752	24	...
Russian	6	1,883	72	...	...	...	6	1,883	72	...
Danish	1	129	7	...	...	...	1	129	7	...
Total ...	1,471	265,658	21,829	340	50,127	2,922	1,811	315,785	24,751	...

Alicante, March 6, 1875.

BALEARIC ISLANDS.

Report by Consul Bidwell on the Trade and Commerce of the Balearic Islands for the Year 1874.

The returns of the general trade of the islands for 1874, which it is too early yet to obtain, would probably show no new feature or important variation from those which have been furnished from this consulate from the preceding years, but it may be remarked generally that, notwithstanding the civil war on the Peninsula, the local trade tends to increase as the natural resources of these islands become perceptibly more and more developed.

The direct imports from Great Britain have been considerably larger in value than usual, owing to the receipt of the material for the railway in course of construction from Palma to Inca. Rails, engines, railway carriages, &c., to the value of about 50,000*l.* have been imported at Majorca direct from England during the year. All with one exception in British vessels; but on the other hand, fewer British colliers than customary were employed in the coal trade to these islands. Eleven French ships of the aggregate tonnage of 2,248 tons brought coals to Palma from Cardiff, Newcastle, and Newport during the year, a trade hitherto almost exclusively carried in British bottoms.

The Banco Balear, or Balearic Bank, which was established by means of local capital in 1864 with much success, and was prosperously carried on during the last ten years, when its paper was frequently negociated in England, has now been compelled to wind up its affairs. This bank is at present in liquidation in conformity with the decree of the Spanish Government, creating branches of the National Bank, and suppressing the local banks in the provinces. The paper currency of the Balearic Bank, in which the community had faith, and which they justly preferred to the too often spurious coins that still abound, has, however, been virtually replaced by the "pagarés," or promissory notes of the newly formed Local Credit Company, called the Credito Balear. These pagarés, to bearer, are distinguishable from bank notes by their being nominally payable at fifteen days sight, and bearing interest at the rate of one-half cent. per cent. per annum; but as they are cashed at the company's offices on presentation, and are of convenient amounts, from five dollars upwards, they pass current freely, and are generally taken in preference to the doubtful coinage into which the gold and silver currency in this province has degenerated, owing to the prevalence of base coins to a disgraceful extent, notwithstanding a decree issued by the municipality last year, calling upon persons to whom a base coin might be tendered to deface it. Personal considerations and false motives of delicacy, however, mostly prevail, and a bad coin refused, is commonly only returned. But that which this community would seem to have feared more than the circulation of spurious coinage, was the establishment of a national paper currency in the provinces, liable to fall to a discount. The local paper currency above referred to, was perhaps intended to counteract to some extent the prejudicial effects of this in the islands.

The continued depreciation in the value of Spanish funds, has been seriously experienced in these islands, and gave rise to stock exchange

speculations, with their attendant losses, on a scale more worthy of a great commercial city. The fall in the value of the stock, and the non-payment of dividends have affected, however, not only speculators, but those unfortunate persons of small means who had sought a few years back a safe and sure income from the capital they had in all confidence placed in the funds of their country. The Spanish bondholders in the outlying provinces who put their trust in the interior bonds, have probably suffered more than is generally supposed from the unhappy events of the last few years. It says much for the Balearic islands and their people, that they have continued to advance under such untoward circumstances. They are indebted, however, in much to the constancy of their citizens, who almost invariably return to the country of their birth with the fortunes they make in Cuba and Spanish America. Considerable capital has been brought to Majorca in this way during late years.

Since the Matriculas were abolished in 1873, which opened the fishing (formerly the exclusive privilege of seamen), the fishing in the waters of these islands, has given occupation to a large number of persons. According to returns obtained from the captain of the port's office, it appears that about 270 vessels from the Port of Palma are engaged now in this trade. The fish brought into this port in one year weighed some 453,000 kilos., of the value of 136,000 pesetas.* The fish mostly caught in these waters comprise tunny, bream, red mullet, dentals, bonitos, sea spiders, groopers, conger-eels, crabs, lobsters, sardines, polypus, calymary, ray, anchovies, &c.

Large quantities of lobsters and other fish have long been shipped by the steamers to the Peninsula, but the civil war by closing communication with places in the interior of Catalonia, &c., caused considerable exportation of all kinds of provisions from these islands during recent years. The shipment of pigs in 1874 was on an unprecedentedly large scale, causing two additional steamers to be employed in the trade to Barcelona, while fowls, turkeys, eggs, game, in addition to fruit and vegetables, were carried off in great quantities, reaching prices unheard of in former times.

The following, "Derechos de Consumo," or Octroi duties, levied in this province, combine the amounts fixed by the National Government, and the maximum surcharge by the local municipality:—

		Pesetas. c.
Beef and mutton, fresh ..	Kilo ..	0 22
„ „ salted ..	„ ..	0 24
Pork, fresh	„ ..	0 24
„ salted	„ ..	0 36
Liquors and spirits	100 litres ..	1 04
Wine	100 „ ..	16 00
Soap	Kilo ..	0 18
Salt	„ ..	0 15
Coals, coke, &c.	100 kilos ..	0 60
Fish	Kilo ..	0 06
Cattle, black	Each ..	36 00
Sheep, goats, &c.	„ ..	2 50
Pigs	„ ..	19 00
Corn, rice, beans, &c. ..	100 kilos ..	2 50
Barley, maize, &c.	„ ..	1 00
Dried vegetable	„ ..	0 50

* 1 Peseta = 10*d.* sterling.

TABLE showing the average Prices Current, according to Official Returns, of the under-mentioned Articles of First Necessity, at the Belearic Islands, during the Year 1874.

Months.	Per Hectolitre.		Per Kilogramme.		Per Litre.			Per Kilogramme.			
	Wheat.	Barley.	Beans.	Rice.	Oil.	Wine.	Spirits.	Mutton.	Beef.	Pork.	Straw.
	P. c.	P. c.	P. c.	P. c.	P. c.	P. c.	P. c.	P. c.	P. c.	P. c.	P. c.
January	23 17	12 39	0 52	0 55	0 95	0 36	0 69	1 20	1 56	1 48	0 4
February	24 40	12 83	0 53	0 54	0 95	0 37	0 69	1 20	1 56	1 47	0 4
March..	24 41	12 88	0 53	0 56	0 95	0 37	0 68	1 20	1 56	1 60	0 4
April	24 43	12 92	0 42	0 56	0 95	0 37	0 69	1 20	1 56	1 61	0 4
May	24 50	13 02	0 53	0 56	0 95	0 35	0 74	1 20	1 56	1 61	0 4
June	24 31	13 11	0 53	0 56	0 97	0 35	0 70	1 19	1 36	1 62	0 4
July	24 75	14 02	0 54	0 56	1 03	0 34	0 69	1 19	1 56	1 62	0 4
August	25 18	13 74	0 52	0 56	1 03	0 31	0 69	1 19	1 55	1 62	0 4
September	25 11	14 02	0 52	0 56	1 07	0 31	0 69	1 19	1 56	1 46	0 4
October	24 94	13 81	0 53	0 56	1 08	0 29	0 48	1 25	1 56	1 51	0 6
November	Not published to 30 January, 1875.										
December											

Highest and Lowest Prices of Wheat and Barley at the Balearic Islands during 1874.

Months.	Wheat, per Hectolitre.				Barley, per Hectolitre.			
	Highest.	Place.	Lowest.	Place.	Highest.	Place.	Lowest.	Place.
	P. c.		P. c.		P. c.		P. c.	
January ...	29 72	Mahon ...	19 64	Manacor	13 50	Palma ...	10 81	Iviza
February ...	29 72	,, ...	20 31	Iviza	14 21	Inca ...	10 81	,,
March	29 72	,, ...	20 31	,,	14 21	,, ...	10 81	,,
April	29 72	,, ...	20 31	,,	14 21	,, ...	10 81	,,
May	29 72	,, ...	20 31	,,	14 21	,, ...	10 81	,,
June	28 38	Minorca	20 31	,,	14 86	Minorca	10 81	,,
July	28 38	,, ...	20 31	,,	16 25	,,	10 80	,,
August	29 50	Palma ...	20 31	,,	16 25	,,	10 81	,,
September ...	29 50	,, ...	20 31	,,	16 25	Palma ...	10 81	,,
October... ...	29 50	,, ...	20 26	Manacor	16 25	,, ...	12 12	Manacor
November ...	Not published up to 30th January, 1875.							
December ...								

Shipping and Navigation.

The returns of foreign and domestic shipping, like those of exports and imports, are not yet obtainable for the past year, but they probably would not contain any noteworthy difference from the returns furnished from this Consulate in 1874, for the five preceding years.

The following is a list of the British shipping that entered the several ports of the Islands during the year 1874.

Port of Entry.	No. of Vessels.	Tonnage.	Value of Inward Cargoes.	Remarks.
			£.	
Palma ..	17	2,950	40,328	Cleared in ballast.
,, ..	1	88	..	Entered for provisions.
Mahon ..	7	1,492	4,738	Cleared in ballast.
,, ..	9	3,638	..	For quarantine.
,, ..	5	1,411	..	Entered on account of stress of weather, and for repairs.
Alcudia ..	1	..	420	

Her Majesty's Ships of war comprising the detached squadron, and also the Mediterranean fleet, visited Port Mahon in 1874.

Public Works.

The works of the construction of the railway from Palma to Inca in the Island of Majorca, are being carried on as fast as circumstances admit in this country. These works are now in a forward state, and it is expected that the line will be ready to be opened to the public in the course of a few weeks, all the necessary material and rolling-stock having been received some time since. Although the nature of the land has not given rise to works of great importance—the line extending, for the most part, over a level country—substantial and neat stone bridges have been built over the bed of the torrent at Loseta, Alarô, and Pont d'Inca (where the stream, though small in summer, frequently becomes in the rainy season of great volume and strength). Stations and buildings of stone and good masonry have also been con-

structed, or are nearly finished, at Palma, Pont d'Inca, Santa Maria, Alaró, Consell, Binisalem, Marratxi, and Inca.

The works connected with this railroad have for the most part been given in small contracts to local artisans and workmen, a system that has been found to answer very well, and the whole of the construction has been carried on by native engineers and architects, as the necessary funds have been entirely raised amongst the inhabitants of the island. There is some probability of the line being extended to Manacor, a town of over 12,000 inhabitants, towards the eastern coast, before it is carried to the Port of Alcudia, as originally projected.

Agriculture.

A paper by Don José Monlan, published in the late numbers of the "Revista Balear," gives much interesting information in regard to olive cultivation on the Peninsula and especially in the Balearic Islands. According to official statistics quoted by the author of this paper, a thirtieth part of the whole of the cultivated land of Spain is employed in the growth of olives, the olive cultivation occupying 858,000 hectares of the 26,542,030 hectares * of land under cultivation, and at the same time it is remarked that, whilst the cultivated land comprises these 26,542,030 hectares, no less than 22,393,244 hectares, or nearly one half of the Spanish territory is reckoned as waste land, while even in the Balearic Islands, where the cultivation appears to the eye to be so general, one-third of the land actually remains uncultivated.

Confining ones observations, however, to these islands it would appear that somewhat more than 26,838 hectares are occupied in the growth of olives. This land is distributed over five judicial districts, as shown by the following table :—

* 1 Hectare = 2·471143 statute acres.

udicial Districts.	Extent of Land.				Produce.	Gross Value.	Net Value.
	Total.	Uncultivated.	Cultivated.	Olives.			
	Hectares.	Hectares.	Hectares.	Hectares.	Litres.	Reals.	Reals.
Palma..	126,248·51	30,953·08	95,295·43	14,971·41	1,819,278	7,111,258	2,588,699
Inca	101,816·45	23,497·30	78,319·15	8,471·72	1,001,250	3,674,420	1,352,332
Manacor	133,725·97	25,909·86	107,816·11	2,505·99	229,032	718,315	351,758
Minorca	68,310·51	14,201·97	54,108·54	..	..	..	..
Iviza	62,866·68	24,606·62	38,206·06	889·12	102,933	326,673	191,961
Total	492,968·12	119,168·83	373,799·29	26,838·24	3,152,493	11,830,666	4,484,750

96 reals = 1*l*.

From a table which is taken from Don Casimero Urech's able work on the territorial riches of the islands,* it would appear that no olives are produced in the Island of Minorca (the quantity grown there being insignificant). It will be seen that the districts of Inca and Palma are those which give the largest results. In the district of Palma about 1 in every 6 hectares under cultivation is devoted to olive growth, and in the district of Inca about 1 in 9, while in those of Manacor and Iviza, the proportion is only 1 in 43. The total for the whole of the islands shows 1 hectare of olives in every 21 hectares of land under cultivation.

In this calculation of cultivated land, are included, however, no less than 92,190 hectares, 84 ares, of brushwood which produce little more than 20 reals per hectare (4*s.* 2*d.*). These 92,190·84 hectares added to the 119,168·83 of uncultivated land, referred to in the preceding table, would make a total of 211,359 hectares 67 ares, upon which no labour is bestowed. Deducting from this, for salt pans, 588·31, and for land occupied by roads, torrents, villages, &c., 12,874·5 in all 13,462·36 there remains, as uncultivated land 197,897 hectares 31 ares, or upwards of a third of the territory.

Accepting the same set of figures as regards the produce, which of course can only be taken as more or less exact, owing to the disposition of tenants to undervalue the products of their holdings, lest their landlords, should be tempted to increase their rents, and from other such causes. We find that the average oil produce may be estimated at 3,152,493 lites per annum, of the gross value of 11,830,666 reals, or say 123,236*l.*, which would give as the average gross produce per hectare 117·50 litres, of the value of 441 reals = 4*l.* 11*s.* 10*d.* Deducting from this gross value of the oil, viz. 11,830,666 reals, as the expenses of cultivation calculated at 62 per cent., say 7,345,916 reals, there remains, as the net produce subject to the tax, 4,484,750 reals, which would give as the net produce per hectare 167 reals, or say, 1*l.* 14*s.* 10*d.* The author of this paper—from which the foregoing data are taken—is of opinion that the Government estimate of 62 per cent. as expenses of cultivation, is too low, and that it should rather be 67 per cent.

The above figures will be sufficient to show the extent and importance of the growth and manufacture of olive oil in these islands, which it is urged might be still further carried on. It is hardly necessary to add that, in land that will admit of ground crops being cultivated under the olive trees, the practice is invariably followed. The *olea* tree, upon which the olive is grown, originally grows wild in the mountain land in these islands, as a shrub, producing a fruit which bears no oil. When brought under cultivation grafting is practised. The ancient historians of Majorca recount that in olden times the olive was unknown in these islands, and that the art of grafting was taught to the islanders by the Carthaginians. By the appearance, however, of some of the enormous and ancient-looking olive trees one sees now in Majorca one would be tempted to believe that their existence dates as far back as the period to which the historian refers. We once, ourselves, asked an intelligent Majorcan farmer how old he thought some of these trees were, and his answer was, "I believe they may well date from the time of the flood." It is a remarkable feature in the growth of these magnificent trees, that one seldom or never sees two alike. Almost all in the course of time assume most grotesque forms and upon old trees whose trunks are rent open and torn into half a

* "Estudios solre la riqueza territorial de las Islas Baleares, por Dn. Casimero Urech y Cifre."

dozen shreds, one often sees the finest crop of fruit, while in Majorca they have in some places attained proportions which remind one of the forest trees of the tropics. We have more than once walked round such trees, the rent trunk of which would now require the outstretched arms of half-a-dozen men to encircle, whilst one doubts from the wild growth of these trunks, whether the branches proceed from one tree or from two or three congregated together.

In countries where more care is exercised in the preparation of olive oil than is displayed in these islands, the "virgin oil" obtained from the fruit when first pressed is carefully separated, as being of a better quality than that which is procured by the application of hot water to the bruised fruit and by the application of greater pressure. But the quantity of virgin oil produced in these islands is quite insignificant, although it is of excellent quality. Samples of it that had been clarified gained prizes at the International Exhibition at Vienna, but the care required to produce such oil is not often exercised. All the oil that can be squeezed out of the olives by means of the antiquated machinery still in use, is generally poured into one common tank and left to clarify as best it may; or, at most, the olives are roughly sorted, the inferior ones being made into oil for the soap-boilers. The fruit, whether ripe, over ripe, half green, or wholly rotten, or whether it may have been knocked down by the beaters' canes, or beaten down by the wind and rain in stormy weather, and trodden under foot, is too commonly all picked up about one time by the women and children who are employed at the gathering season. It is then, after being sorted or not, as the case may be, crushed under the mill-stone and the oil drawn by the application of boiling water. The refuse of the olives after the last crushing, which we believe is far from getting out all the oil contained in the pulpy mass, is used to feed the fires required to boil the water. Probably nowhere may be seen more magnificent olive trees or better olives than those grown at these islands; but the oil, from being unrefined, is often acrid in taste and inferior to that of other countries.

The olive crop of 1874 was a very inferior one both as regards quality and quantity, and the oil of this season is dearer than it has been for many years past.

General Remarks.

The crops of silk in the districts of Muro, Santa Margarita, Campanet, and other places in Majorca where silkworms are reared, is reported to have been satisfactory last year both as regards the class of silk and the quantity. There is no doubt that the culture of silkworms might be made much more extensive in this island.

A considerable number of coal (lignite) and mineral mines have been declared and claimed at Majorca during the past, as in previous years, but thus far there are no working results to report upon.

The following analysis of the salt obtained at Iviza, as compared with that of Montier and Cheshire, has been published, showing the quantity of chloride of soda, or pure salt, contained in each:—

	Per Cent.
Cheshire salt,—chloride of soda	85
Salt of Montier „ „	83
„ Iviza „ „	95

The contingent of these islands for the reserve force of the Spanish

army of 125,000 men called out last summer was 2,066 men, of whom 883 were ransomed at the price of 250 dol. (about 52*l.*) each. Besides these, 297 conscripts of twenty years of age were redeemed at 500 dol. (104*l.*) each, and 173 of nineteen years old at the same price.

In consequence of the recruiting, emigration to South America has been considerable, and a great many single men and boys have married in the hope of by this means avoiding military service.

Minorca.

Mr. Vice-Consul Segui reports for 1874 as follows:—

"The last harvest would undoubtedly have been one of the most abundant in grain, but in some parts of this island the corn fields were attacked by a sort of worm which destroyed the corn plant during its growing. This plague is rather frequent in this island, and gets stronger in those years in which, like the last, the weather is very mild. Notwithstanding this circumstance, the crops of wheat, barley, and cattle in the whole island have been rather abundant.

"No improvement has been introduced in Minorca since the last report.

"*Population and Industries.*

"The population in Minorca has rather decreased during the last two years, a considerable number of families having emigrated to Algiers and South America, to withdraw their sons from the frequent conscriptions ordered by the Spanish Government. No statistical data can be furnished to show the number of emigrants, but the wanting of hands for agricultural labour begins to be experienced.

"The making of shoes for Cuba, which is the principal industry, is now under very critical circumstances, on account of the considerable loss which the rate of exchange in Cuba causes to the manufacturers of this place. The shoe-making has, however, been almost the same as in former years, though the benefit has considerably decreased.

"*Public Works.*

"A public road has been constructed between Mercadal and St. Cristobal, two small towns in the centre of this island, about five miles distant. Besides this, no other public work has been undertaken."

Return of the Principal Articles of Importation and Exportation at and from Port Mahon during the Year 1873.

Imports.

Articles.	Quantities.	Value.
	Kilos.	£.
Cotton	159,218	11,940
Sugar	259,833	9,742
Coffee	50,388	6,287
Coals	1,963,096	3,680
Patent Leather	..	..
Hides and Leather	216,602	17,633
Total		49,283

EXPORTS.

Articles.	Quantities.	Value.		
	Kilos.	£	*s.*	*d.*
Wheat	231,950	3,166	13	4
Cattle..	190,990	7,954	3	4
Cotton Stuffs.. ..	113,052	16,208	6	8
Boots and Shoes ..	240,856	150,520	16	8
Total		177,850	0	0

RETURN of Vessels of all Nations entered at Port Mahon during the Year 1873.

Nationality.	To Perform Quarantine.		For Other Purposes.		Total Number of Vessels.	Total Tonnage.
	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.		
British	15	6,331	5	325	20	6,659
Spanish	83	13,608	219	14,352	302	27,960
French	4	1,287	2	328	6	1,615
German	2	769	2	942	4	1,711
Russian	..	..	2	1,137	2	1,137
Italian	35	8,565	1	163	36	8,728
Swedish & Norwegian	2	821	3	1,300	5	2,121
Greek..	..	..	1	201	1	201
North American ..	8	3,390	..	..	8	3,390
Austrian	..	..	1	326	1	326
Totals	149	34,771	236	19,077	385	53,848

IVIZA.

Mr. Vice-Consul Wallis furnishes returns of imports and exports at that island in 1874, which are nearly similar to the returns transmitted for the year 1873.

The under-mentioned vessels arrived at that island during the past year in transit—viz., 1 Italian, 3 Portuguese, and 192 Spanish; and for trading purposes, 2 British, 1 American, and 460 Spanish.

Palma, January 30, 1875.

BALEARIC ISLANDS.

Supplementary Report by Consul Bidwell on the Trade and Commerce of the Balearic Islands for the Year 1874.

Opening of the Railway at Majorca.

The line of railway from Palma to Inca, particulars in regard to which have been furnished in the commercial reports from this consulate during the past three years, was opened to Inca on the 24th February. It is the first railway in the Balearic Islands. The company was formed in July, 1872, with a capital 8,500,000 reals (about 88,000*l.*), raised in the island of Majorca, and the works have been completed within the estimates. The line is 29 kilos. (about 18¼ miles), long. There are six intermediate stations between the capital and Inca, and the cost has been about 15,000 dol. (something over 3,000*l.*) per kilo. The district embraced by this railway is the richest and most populous of the island, and comprises the vineyards of Binisalem where the best Majorcan wine is made. The lignite mines now in course of exploration are also within a short distance from the line of railway.

The stations are distant from Palma and from each other as follows:—

	From Palma.	Between Stations.
	Kilos.	Kilos.
Pont d'Inca	4	..
Marratxi	9	5
Santa Maria	15	6
Alaró	19	4
Binisalem	22	3
Lloseta	26	4
Inca	29	3

The following is the passenger tariff at present established:—

Tarifa des Viageros.

Classes.	Palma. Importe del pasaje.	Palma. Impuesto del 15 per cent.	Palma. Total.	Ponta d'Inca.			Marratxi.			Sta. Maria.			Alaro.			Binisalem.			Lloseta.			Inca.
	Escudos.	Escudos.	Escudos.																			
1a ...	0·090	0·018	0·100																			
2a ...	0·060	0·009	0·070																			
1a ...	0·190	0·028	0·220	0·100	0·015	0·110																
2a ...	0·130	0·019	0·150	0·070	0·010	0·080																
1a ...	0·320	0·048	0·370	0·230	0·034	0·260	0·130	0·019	0·150													
2a ...	0·240	0·031	0·240	0·150	0·022	0·170	0·080	0·012	0·090													
1a ...	0·400	0·060	0·460	0·310	0·046	0·360	0·210	0·031	0·240	0·080	0·012	0·090										
2a ...	0·270	0·040	0·310	0·210	0·031	0·240	0·140	0·021	0·160	0·060	0·009	0·070										
1a ...	0·470	0·070	0·540	0·380	0·057	0·440	0·280	0·042	0·320	0·150	0·022	0·170	0·070	0·010	0·080							
2a ...	0·310	0·046	0·360	0·250	0·037	0·290	0·180	0·027	0·210	0,100	0·015	0·110	0·040	0·006	0·050							
1a ...	0·550	0·082	0·630	0·460	0·069	0·530	0·360	0·054	0·410	0·230	0·034	0·260	0·150	0·022	0·170	0·080	0,012	0·090				
2a ...	0·370	0·055	0·420	0·310	0·046	0·360	0·240	0·036	0·280	0·160	0·024	0·180	0·100	0·015	0·110	0·060	0,009	0·070				
1a ...	0·610	0·091	0·700	0·520	0·078	0·600	0·420	0·063	0·480	0·290	0·043	0·330	0·210	0·031	0·240	0·140	0,021	0·160	0·060	0·009	0·070	
2a ...	0·410	0·061	0·470	0·350	0·052	0·400	0·280	0·042	0·320	0·200	0·030	0·230	0·140	0·021	0·160	0·109	0,015	0·110	0·040	0·006	0·050	

1 Escudo=2*s*. 1*d*.

The line is constructed on the narrow gauge system, the rails being 36 inches apart. The engines are by Messrs. Nasmyth, Wilson and Co., of Manchester, and the carriages by Messrs. Brown, Marshalls and Co., of Birmingham. They were imported, with all the material and rolling stock, direct from England during the past year, in seven British vessels and one Spanish steamer, but as previously stated, the local works have been entirely carried out by native engineers and architects.

Palma, February 26, 1875.

NOTE.—In Commercial Report for 1873, published in Part I., page 581, "Public Works," for "1,000,000 dol.," read "1,000,000 pesetas."

BARCELONA.

Report by Consul Prat on the Trade and Commerce of Barcelona for the Year 1874.

It will be seen, on comparing the Returns for 1874 with those of 1873, that the increase of British shipping at this port was very marked, being 94 vessels of 45,000 tons, and for the value of their cargoes nearly double that of 1873; but this increase is not visible at the minor ports, which have just come up to last year's importance.

I can only ascribe this notable increase, which has just occurred at this port, to a greater demand of coals and cotton, due, no doubt, to some greater regularity of the commercial transactions during 1874, in consequence of political matters being somewhat easier, and more reassuring, but the civil war still raging, and the stoppage of all railways, roads, and land traffic, have necessarily tended to give the ports much greater activity, and to make them the sole channels of all commercial operations.

The condition of the British vessels now employed has also changed very markedly, for out of 234 arrivals in all, 175 vessels were steamers, and sailing vessels are quickly disappearing.

The nature of their cargoes still continues to be the same; for 218 vessels brought coals exclusively, but 12 brought extremely valuable cargoes of cotton from the Levant—upwards of 280,000*l.* worth—and and a few cargoes of petroleum, also of much value, were brought over from the United States of North America.

It is to be regretted that no return cargoes can be given here to the British vessels; they are compelled to leave the port in ballast, mostly for other Spanish ports, in search of mineral ore and grass, the remainder going for wine and fruit to Tarragona, Denia, Benicarlo, Castellan, Valencia, &c., &c.

In this respect the British vessels that repair to the minor vice-consular ports are more successful, because many of them obtain cargoes of wine, nuts, fruits, cork, &c., and it will be seen by Return No. II., that the value of the cargoes they took—82,850*l.*—was much superior to that of the cargoes they brought from England—27,000*l.* Tarragona is the chief place of export in this respect.

On proceeding to compare Returns No. III. and IV. of Foreign Shipping—neither British nor Spanish for 1874, with those of 1873—it becomes evident that a serious increase in the number of vessels, their tonnage, and the value of their cargoes, has also taken place; but that feature only shows itself in the returns for this chief port, the minor ports having decreased considerably in values.

I can only attribute the first and second facts to the same causes—the civil war—which disturbs all traffic in the interior, renders very precarious the existence of all industrial establishments removed from the great centre, or capital city, and thus confers on the latter all the benefits and advantages of any exceptional activity in business, or even of the regular usual routine of same.

As for the nature of the cargoes brought to this port by said foreign vessels, I can only repeat my former statements; and out of 5 Dutch vessels arrived, 3 brought coals from England—650 tons; of 38

German vessels, 10 brought coals from England—6,000 tons; of 8 Portuguese vessels, 1 brought coals from England—150 tons; of 27 Russian vessels, 5 brought coals from England—3,300 tons; of 25 Danish vessels, 3 brought coals from England—500 tons; of 100 Swedish and Norwegian arrivals, 21 brought coals from England—12,000 tons. A very few of the Italian and French arrivals also brought coals from England; on the whole, however, and since the employment of steamers for this branch of the carrying trade, foreign carriers are quickly diminishing.

Regular lines of steamers ply at present under the French flag between this port, Valencia, and Marseilles; under the German flag, between Hamburgh, Cadiz, Barcelona, and Genoa; under the Italian and French flags, between this port and the Brazils or River Plate. The port being considered now quite safe and commodious, it is to be supposed that other vessels will call here.

The vessels from the northern ports of Europe still bring codfish, timber, deals, staves, tar; those from the Levant, grain and cotton: those from Germany, drugs, spirits, hides; those from Italy, charcoal, marble, deals, sulphur, grain; those from North America, cotton, petroleum, and staves; and those from France, cotton, wool, grain, spirits, drugs, chemical ingredients, and every variety of articles of fancy and ornamentation, both for persons and property.

It is extremely singular that only a very few foreign vessels succeed in obtaining return cargoes, as French and Italian now and then get accidental cargoes of wine, or fruit for their own ports; and by very great chance charters were found on occasion for some northern vessels, under the Swedish, Danish, and Russian flags, to proceed to the West Indies, or direct to the Island of Cuba, with cargoes of wine, oil, rice, and other native productions.

Nos. V. and VI. Returns refer to the Spanish shipping exclusively, and on comparison with those of the year 1873, an important increase in the number of ships, their tonnage, and value of cargoes is also at once visible, but at this port only, for at the minor ports a serious decrease presents itself.

This feature must, no doubt, be ascribed to the same general causes afore explained, because no new or important lines of trade have been opened here by the said vessels, with the exception, perhaps, of a few steamers going to the Phillipine Islands from this port, which trade may in course of time become of greater importance, but at present is not very valuable.

A great deal of coal has also been brought here in Spanish vessels, from England, during 1874; and the regular steamers plying between Barcelona and London, or Liverpool, continue to bring valuable cargoes of British produce, getting some compensation by the carrying trade along the Spanish coast as they return.

I have been able to ascertain, by private effort, the following particulars on the trade of Barcelona that:—

During the year 1874, 176,710 bales of cotton were brought to Barcelona, mostly from the United States of America and Brazil, to wit, from the United States, 78,000; from Brazil, 32,000; from the Levant, 57,000, and the remainder from several different countries.

The consumption of that material during the year only came up to close on 150,000 bales, leaving a good stock in hand for the present year. The better part of this stock-in-hand has already been lodged in the mills for immediate application.

The consumption of cotton has been somewhat greater during 1874 than during 1873.

Codfish, hides, petroleum, cocoa, sugar, rum, and timber for building purposes, have been imported in greater quantities than in 1873, owing to the steadier condition of political affairs, and to greater confidence among the mercantile classes, but the exact details have not been made public, and it would not be possible to report them in a trustworthy form.

Public Works.

I can only report on this head, that the improvement of the port has continued by additional works, and that it promises shortly to be a very safe and capacious refuge for vessels of any size.

No change can be reported in respect of the lights along the coast.

As for the agriculture of the country, this subject calls for no special remarks; the continuous civil war, and the complete insecurity of persons residing in the open country, and the ignorance of all those chiefly concerned in the matter, leave it naturally in a condition of perfect *status quo*.

The existing railways have been constantly obstructed and interrupted during the year 1874, so much so that the Sarragossa and Barcelona line has lost a sum of 110,000*l*. in its traffic, that of Barcelona and Gerona, 56,000*l*., and the line between Barcelona and Tarragona has only done work during four months of the year; on the other hand, the line that is to connect Barcelona, by Granollers, with the coal fields of San Juan de las Abedesas, has been ready since the beginning of 1874 in its first section of 42 kilos. to Vich, but owing to the Carlist War, and to the obstruction of all regular traffic, it has not been possible to open it.

The works being carried out on the line between Gerona and France are progressing very satisfactorily, and it is expected that the public will benefit by it before the expiration of eighteen months.

It may be stated, in conclusion, that the disturbed state of this country, the consequent irregular condition of all commerce and trade, and the very heavy taxes levied by all parties, and on all occasions, have rendered the year 1874 quite as gloomy and as unfavourable as 1873.

No. I.—Return of British Shipping at the Port of Barcelona during the Year 1874.

Arrivals.

Vessels.	Tons.	Crews.	Value of Cargoes.
			£
234	118,900	4,183	510,660

Departures.

Vessels.	Tons.	Crews.	Value of Cargoes.
			£
234	118,900	4,180	..

No. II.—Return of British Shipping at the Minor Ports of the Consular District of Barcelona during the Year 1874.

Arrivals.

Port.	Vessels.	Tons.	Crews.	Value of Cargoes.
				£
Tarragona	33	7,850	308	12,000
Villanueva	14	2,473	91	4,355
Palamos	1	176	7	590
Mataro	18	3,124	130	10,120
Total	66	13,623	416	27,065

Departures.

Port.	Vessels.	Tons.	Crews.	Value of Cargoes.
				£
Tarragona	33	7,850	308	82,850
Villanueva	14	2,473	91	..
Palamos	1	176	7	..
Mataro	18	3,124	130	..
Total	66	13,623	416	82,850

No. III.—Return of Foreign (non British, non Spanish) Shipping at the Consular Port of Barcelona for the Year ended 31st December, 1874.

Nations.	Arrivals.			Departures.		
	Vessels.	Tons.	Value of Cargoes.	Vessels.	Tons.	Value of Cargoes.
			£			£
French...	143	51,630	654,920	143	51,630	130,000
Italian	177	34,365	117,650	177	34,365	40,000
Swedish and Norwegian ...	100	31,505	245,000	101	31,630	10,000
German	38	17,670	161,850	38	17,670	14,000
Russian	27	12,290	81,980	27	12,290	...
U.S., North American ...	13	6,450	106,100	13	6,450	5,000
Danish...	25	3,660	33,300	25	3,660	5,000
Portuguese	8	1,220	9,550	8	1,220	3,000
Greek	5	1,060	14,320	5	1,060	3,000
Austrian	3	750	4,500	3	750	...
Dutch	5	740	2,780	5	740	3,000
Belgian	1	350	700	1	350	...
Total	545	161,690	1,432,650	546	161,815	213,000

No. IV.—Return of Foreign (non British, non Spanish) Shipping at the Minor Ports of this Consular District during the Year ended 31st December, 1874.

Nations.	Arrivals.			Departures.		
	Vessels.	Tons.	Value of Cargoes.	Vessels.	Tons.	Value of Cargoes.
			£			£
French...	27	3,250	22,000	27	3,250	14,000
Italian...	37	8,710	68,300	37	8,719	104,000
Swedish and Norwegian ...	33	7,240	69,650	33	7,240	62,000
German	8	2,950	11,300	8	2,950	16,000
Russian	5	2,812	3,400	5	2,812	1,550
U.S., North American ...	5	2,214	20,312	5	2,214	6,030
Danish...	4	675	1,850	4	675	6,610
Portuguese	2	240	700	2	240	3,130
Austrian	1	247	2,100	1	247	...
Dutch	2	316	1,000	2	316	3,065
Belgian	2	490	1,500	2	490	...
Total	126	29,144	202,112	126	29,144	216,385

No. V.—Return of Spanish Shipping at the Consular Port of Barcelona during the Year 1874.

Trade.	Arrivals.			Departures.		
	Vessels.	Tons.	Value of Cargoes.	Vessels.	Tons.	Value of Cargoes.
			£			£
Foreign Trade	880	205,860	4,548,260	731	145,325	1,711,200
Colonial	116	20,425	506,000	147	43,321	886,000
Coasting, vessels over fifty tons ...	1,674	290,137	3,053,560	1,713	187,280	4,111,500
Total	2,670	516,422	8,107,820	2,591	375,926	6,708,700

No. VI.—Return of Spanish Shipping at the Minor Ports of the Consular District of Barcelona during the Year 1874.

Arrivals.

Vessels.	Tons.	Value of Cargoes.
		£
473	64,040	152,847

Departures.

Vessels.	Tons.	Value of Cargoes.
		£
511	106,225	248,350

EXTRACTS from Sundry Letters published in the "Diario de Barcelona," respecting the Industrial Exhibition held at Madrid, and the part taken in it by some Catalonian factories.

Important Cotton Mills.

Messrs. Ferrer y Vidal, Barcelona cotton spinning, weaving, and printing; founded in 1847–49; engines of 330 horse power; 1,200 spindles; employed, 260 men and 320 women; famous for its good colours; annual production valued at 100,000*l.*

Messrs. Ricart and Co., Barcelona; cotton printing chintz; founded in the year 1848; engines of 500 horse power; employing over 200 workmen; annual production valued at 160,000*l.*

Mr. J. Achon, Barcelona; cotton weaving and colouring; founded in 1840; engines of 300 horse power; employing 200 workmen; annual production 120,000*l.*

Messrs. Tolra and Co., Castellet; cotton weaving and bleaching; obtained prizes at Vienna, bleaching so notable; engines of 180 horse power; 13,000 spindles; 200 mechanical looms; employing 550 workmen.

Messrs. Baltto Brothers, Barcelona; founded in 1870; cotton spinning and weaving; 1,350 mechanical looms; 52,000 spindles; employing 2,500 operatives of both sexes; annual wages paid out 90,000*l.*; weekly production 5,000 pieces.

La España Industrial, Sans; cotton spinning, weaving, and printing; founded in 1847; engines of 550 horse power; 1,000 mechanical looms; 42,000 spindles; 8 printing machines with ten colours; 1,600 operatives of both sexes; average annual production 200,000*l.*; average wages paid annually 60,000*l.*; daily production 500 pieces of cotton.

Messrs. Sert y Solá, Barcelona; Silk, wool and cotton mixed, extremely fanciful articles; founded in the year 1843; obtained prizes on all occasions and recently the grand medal of honour at Vienna; seven factories all worked by hand; 530 looms and 1,360 workmen; annual production valued at 150,000*l.*

Woollen Factories.

Messrs. Gali and Co., Tarrasa; annual consumption of wool for cloths 70,000 kilos.; employing 360 hands and producing yearly 3,250 pieces of cloth.

Messrs. Amat and Co., Tarrasa; employing 120 workmen; productions highly esteemed for their fineness and excellent finishing; annual production 20,000*l.*

Messrs. Serret y Turnell, Sabadell; founded in the year 1852; annual consumption of wool 140,000 kilos.; employing 330 workmen, and annual production valued at 50,000*l.*

The district of Sabadell comprises 25 steam engines of 645 horse power, consuming 8,000,000 kilos. of coal per annum, and upwards of 2,000,000 kilos. of raw material required for 1,425 looms, 80,000 spindles, 8,450 operatives, with wages ascending yearly to 290,000*l.*

Barcelona, February 16, 1874.

GIJON.

Report by Vice-Consul Penlington on the Trade and Commerce of Gijon for the Year 1874.

RETURN of Imports at the Port of Gijon during the Year ended 31st December, 1874.

Name of Articles.	Foreign Weights or Measures.	From Great Britain.		From France.		From Norway.		From Belgium.		From Spanish Colonies.		Total.			
												Quantities.		Value.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Foreign Weights or Measures.	English Weights or Measures.	Foreign Money.	British Sterling.
			Dollars.		Dollars.		Dollars.		Dollars.		Dollars.	Kilos.	Tons cwt. qr. lb.	Dollars.	£ s. d.
Alkali	Kilos ...	441,962	6,610	...	...	...	...	...	...	...	...	441,962	435 8 2 20	6,610	1,377 1 8
Drugs	,, ...	...	...	8,388	4,750	...	...	...	...	...	...	8,388	8 5 1 8	4,750	989 11 8
Glass	,, ...	1,840	879	1,000	300	...	...	...	...	...	...	2,840	2 15 3 18	1,179	245 12 6
Hardware ...	,, ...	1,178	754	2,154	1,750	...	...	...	...	...	...	3,332	3 5 2 18	2,504	521 13 4
Iron, cast ...	,, ...	300,869	17,587	42,169	2,520	...	...	...	...	...	...	343,038	337 19 1 12	20,107	4,188 19 2
,, pig ...	,, ...	1,306,298	32,650	10,000	2,500	...	...	...	...	...	...	1,316,298	1,296 18 0 0	35,150	7,322 18 4
Linen goods ...	,, ...	...	...	8,957	3,789	...	...	...	...	...	...	8,957	8 16 2 0	3,789	789 7 6
Machinery ...	,, ...	9,600	2,500	10,450	6,978	...	...	277,560	69,250	...	...	297,610	293 4 1 4	78,728	16,401 13 4
Paints	,, ...	...	...	11,560	1,037	...	...	...	...	...	...	11,560	11 8 0 0	1,037	216 0 10
Petroleum ...	,, ...	71,120	12,000	5,980	300	...	...	...	...	...	...	33,120	81 18 0 20	12,300	2,562 10 0
Pitch	,, ...	707,180	10,600	30,750	450	...	...	...	...	...	...	737,930	727 2 0 0	11,050	2,302 1 8
Sugar	,, ...	...	...	36,749	3,379	...	...	...	...	168,856	25,328	205,605	202 11 1 10	28,707	5,980 12 6
Silk goods ...	,, ...	...	...	876	2,628	...	...	...	...	...	...	876	0 17 1 0	2,628	547 10 0
Soda sulphate ...	,, ...	68,689	2,550	7,640	210	...	...	...	...	...	...	76,329	75 4 0 8	2,760	575 0 0
												Number.	Number.		
Steamers ...	Number ...	3	128,250	...	...	...	...	...	...	...	...	3	3	128,250	26,718 15 0
												Litres.	Gallons.		
Spirits	Litre ...	...	...	874	131	...	...	...	...	472,000	70,800	472,874	105,083	70,931	14,777 5 10
												Number.	Tons cwt. qr. lb.		
Tobacco	Kilo ...	...	...	...	...	...	...	...	...	704,946	285,241	704,946	694 0 2 16	285,241	59,425 4 2
												Cubic metre	Cubic yards.		
Wood, pine ...	Cubic metre	...	...	1,292	40,329	684	21,748	...	...	...	...	1,976	2,585	62,077	12,932 14 2
												Kilos.	Tons cwt. qr. lb.		
Clay, fire ...	Kilos ...	152,000	2,280	...	...	...	...	...	...	...	...	152,000	149 15 0 6	2,280	475 0 0
Fish, eggs ...	,, ...	...	...	...	...	115,537	5,776	...	...	...	...	115,537	113 16 2 4	5,776	1,203 6 8
Total ...	...	...	216,660	...	71,051		27,524	...	69,253	...	381,369	...	...	765,853	160,252 18 4

RETURN of Exports at the Port of Gijon during the Year ended 31st December, 1874.

Name of Articles.	Foreign Weights or Measures.	To Great Britain.		To France.		To Spanish Colonies.		Total.			
								Quantities.		Values.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Foreign Weights or Measures.	English Weights or Measures.	Foreign Money.	British Sterling.
Coal, native	Kilos. ...	...	Dollars. ...	984,400	Dollars. 4,920	...	Dollars. ...	Kilos. 984,400	Tons cwt. qr. lb. 969 17 0 6	Dollars. 4,920	£ s. d. 1,025 0 0
Cider	Litres ...	...	...	...	...	1,079	92	Litres. 1,079	Gallons. 239	92	19 11 8
Butter	Kilos. ...	1,106	1,923	...	...	3,593	1,217	Kilos. 4,699	Tons cwt. qr. lb. 4 12 2 8	3,140	654 3 4
Hazel nuts	,, ...	1,640,520	160,750	...	...	...	...	1,640,520	1,616 5 2 0	160,750	33,489 11 8
Iron ore	,, ...	...	...	100,000	300	...	...	100,000	98 10 1 18	300	62 10 0
Copper ore	,, ...	15,000	240	...	...	...	...	15,000	14 15 2 0	240	50 0 0
Tobacco stalk	,, ...	...	...	108,231	3,000	...	...	108,231	106 10 2 12	3,000	625 0 0
Meats, preserved	,, ...	...	...	...	...	12,907	5,293	12,907	12 12 1 12	5,292	1,102 10 0
Jet	,, ...	60,000	15,000	...	...	...	...	60,000	59 2 1 2	15,000	3,125 0 0
Total	...	...	177,913	...	8,220	...	6,601	...	...	192,734	40,153 6 8

MALAGA.

Report by Consul Wilkinson on the Trade and Commerce of Malaga for the Year 1874.

Shipping and Navigation.

Return of British Shipping at the Port of Malaga in the Year 1874.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.

Total Number of Vessels.			Total Tonnage.			Total Number of Crews.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
131	5	136	56,631	2,296	58,927	2,431

Cleared.

Total Number of Vessels.			Total Tonnage.			Total Number of Crews.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
92	2	94	46,824	903	47,727	1,753

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.

Total Number of Vessels.			Total Tonnage.			Total Number of Crews.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
112	23	135	73,247	6,273	79,520	2,672

CLEARED.

Total Number of Vessels.			Total Tonnage.			Total Number of Crews.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
112	76	188	66,780	27,812	94,592	3,490

Compared with the preceding year, the above table shows that the total number of ships entered is 42 more, and the tonnage exhibits an increase of 19,181 tons, while there are 655 more men.

The following return of the number of British vessels that entered the port of Malaga in each of the four years 1871–1874, shows the steady and gradual development of British shipping trade at this port:—

Years.	Number of Ships.	Tonnage.	Number of Crews.
1871	169	65,186	2,608
1872	228	106,076	4,195
1873	229	119,266	4,448
1874	271	138,447	5,103

I also append a general return of the movement of national, British, and foreign shipping at this port in the year 1874, in which our flag occupies a highly satisfactory position, as compared with those of other foreign states.

GENERAL Return of Shipping Trade at the Port of Malaga for the Year 1874.

Port of Malaga, Year 1874.	Entered.			Cleared.		
	Vessels	Tons.	Crews.	Vessels.	Tons.	Crews.
Spanish ..	1,715	238,571	22,251	1,703	236,903	22,095
British.. ..	271	138,447	5,103	282	142,319	5,243
French.. ..	81	23,681	1,304	78	23,224	1,279
Italian.. ..	39	9,447	409	42	10,318	449
Danish'.. ..	41	6,783	274	41	6,783	274
United States..	37	14,165	298	35	13,405	316
Swedish ..	16	4,592	176	15	4,108	163
Norwegian ..	19	6,704	207	17	5,922	187
Portuguese ..	33	4,562	296	33	4,562	296
German ..	32	15,804	474	30	15,319	458
Dutch	17	11,431	333	17	11,431	333
Greek	3	1,094	38	3	1,094	38
Russian ..	3	869	27	3	869	27
Belgian ..	2	756	20	2	756	20
Austrian ..	2	631	18	2	631	18
Total ..	2,311	477,537	31,228	2,303	477,644	31,196

Navigation Dues.—A tonnage duty of 5 reals (or 1*s.* 0½*d.*) per ton on all goods landed at this place from vessels arriving from European ports, and 10 reals (or 2*s.* 1*d.*) per ton on those from America, did, up to the middle of 1874, constitute the whole of the port charges to which vessels were liable, including light dues. The necessities of the Spanish treasury, however, have induced the Government to impose a tonnage duty on the export or outward lading as well, which duty has been fixed at four reals (or 10*d.*) per ton on goods shipped for European ports, and 8 reals (or 1*s.* 8*d.*) per ton upon those laden for America.

A municipal tax, called "Consumos en Bahia," fixed at 18 c. of a real (or about a halfpenny) per man per day, is also now exacted from the crews of vessels in port, as a kind of octroi duty on the ship's provisions they are supposed to consume during their stay in this port.

Thus, for instance, a vessel with a crew of 10 men arriving from New York with a cargo consisting of, say, 200 tons of petroleum, and receiving in return 200 tons of fruit, after a stay in this port of three weeks, would be liable to the payment of the following charges, viz.:—

	Reals.
Inward tonnage duty on 200 tons of petroleum discharged ..	2,000
Outward tonnage duty on 200 tons of fruit shipped	1,600
Municipal tax (Consumos en Bahia) on 10 men at 0·18 real per man per day for 21 days	37·80
Total	3,637·80
Equal to about	37*l.*

Should the same vessel, under similar conditions as regards cargo, number of crew, &c., arrive from and depart for a European port, she would be charged as follows:—

	Reals.
Inward tonnage duty on 200 tons of cargo discharged ..	1,000
Outward tonnage duty on 200 tons of cargo shipped	800
Municipal tax as above	37·80
Total	1,837·80
Equal to about	19*l.*

Special Method of levying Tonnage and Import Duties on Coals.—While treating upon the subject of Spanish navigation dues, it will be appropriate to call attention to the remarkable mode of levying the inward tonnage duties on coal laden ships. These dues are computed, not upon the quantity or weight actually discharged, as is the case with all other kinds of merchandize, but upon a calculation based upon the measured capacity of the ship, which is ascertained in accordance with certain rules prescribed by the Spanish customs ordinances. The practical result of the operation is, that no vessel pays tonnage duty on more than three-fourths of the quantity of coals landed here, and in many instances, especially as regards steamers, the product of the measured capacity (fairly and honestly ascertained, as I believe is always the case at this port), only gives about one-half or two-thirds of the actual weight of cargo carried and delivered. At first view, it may be deduced that the system favours the interests of our carrying trade; yet, far from this being the case, it is quite the reverse, and the reason is, that the regulations and formalities to which the measurement of ships is subjected, render it very difficult to obtain the clearance of a coal laden vessel on the same day on which she completes the discharge of her cargo. To exemplify this—

	Reals.
A steamer landing here a cargo of 1,200 English tons, equal 1,218,960 kilos., would pay for tonnage dues, at 5 reals per Spanish ton of 1,000 kilos., if chargeable on the quantity delivered	6,095
But, according to measured capacity, she only pays say, on two-thirds of the weight delivered	4,063
Whereby her owners are benefited and the Spanish treasury prejudiced in the sum of	2,032
But the cost to the owners for one day's detention of such a steamer would amount, at the very least, to	4,000
Therefore, independently of other grave prejudices, there results a *bona fide* loss to the ship of	1,968
Equal to about	20*l.*

The worst, however, is yet to come, for in the last days of General Serrano's administration, a decree was enacted which establishes new rules for ascertaining the measured capacity of ships, and provides that the certificates of such measurements are not to be admitted by collectors of customs until they shall have been revised and approved by a superior authority at Madrid. In fact, the numerous formalities required under the new regulations, which are to come into operation next June, will require five or six days at least to have them carried through, and must consequently entail on a steamer of the class above mentioned, an extra charge or loss of some 200*l.* or 300*l.* over and above the amount of her tonnage dues.

The customs duty payable by the importer of coals, and the tonnage duty payable by the ship, are levied under the same regulations; and they are respectively 5 reals (or 1*s.* 0½*d.*) per Spanish ton for each party.

It is a mystery, incomprehensible to any one, why the Spanish Government should cling so tenaciously to their system of measurement for coal laden ships. In former years, when coals paid an import duty of 8*s.* per ton, I can conceive that there may have been some smuggling in the trade, but now that they are admitted at the mere nominal duty of 1*s.*, there is really no incentive for contraband. And yet the Government persists in cheating itself out of its duties on the article by collecting them upon measured capacity, instead of charging them upon the weight actually delivered. I am not competent to form an authorized opinion upon the probable results of the new system of measurement. It may, perhaps, establish a closer relation between the carrying capacity of ships so ascertained, and the weight actually conveyed and discharged by them. But the idea of referring the certificates of measurement to Madrid for revision is perfectly preposterous on account of the mischievous delay it will give rise to, and no ships will be procurable for coal freights to Spanish ports if any such regulations are to be put in force.

Trade and Commerce.

Imports.—The disturbed political state of the country in 1873, by rendering illicit contraband transactions comparatively easy and safe, gave an unusual stimulus to the import business; and although the circumstances which caused that commercial prosperity had subsequently partly ceased to exist, according as order and tranquillity became restored, the upward movement thus initiated has continued during the year 1874 as well. The following is a statement of the principal articles of foreign produce and manufacture imported into Malaga in

the year 1874, compiled from official statistics, but it must be borne in mind, that, from the cause above indicated, the quantities of most articles of manufacture, &c,, are greatly underrated.

PRINCIPAL Articles of Import.

Articles.		Quantity.
Hardware	Packages ..	1,712
Rails	Number ..	8,036
Fish-plates	„ ..	10,450
Machinery	Packages ..	2,630
Iron hoops	Bundles ..	16,460
Steel	Boxes ..	1,370
Bar iron	Bars ..	830
Pig iron	Cwts. ..	24,810
Nails	Barrels ..	646
Sheet iron	Bundles ..	787
Copper tubes	Number ..	1,000
Tin plates	Boxes ..	2,755
Cotton and Woollen Manufactures	Packages ..	1,111
Yarns	„ ..	1,146
Spirits	Casks ..	2,006
Sugar	Chests ..	5,352
Cocoa	Sacks ..	1,548
Coffee	„ ..	735
Sulphur	„ ..	1,674
Soda	Barrels ..	621
Coal	Tons ..	31,318
Staves	Pieces ..	1,668,480
Timber, deals, &c. ..	„ ..	468,409
Codfish	Cwts. ..	65,000
Petroleum	Boxes ..	63,000
Cotton	Bales ..	7,500

Exports.—The chief and most important business done here is in exports, the importance of which is shown in the following return of the principal articles of native produce exported during the year 1874:—

Articles.		Quantity.
Muscatel raisins ..	Boxes ..	1,711,734
„ „ ..	Frails ..	30,163
„ „ ..	Barrels ..	11,898
Almonds	Boxes ..	22,053
„	Sacks ..	3,374
„	Frails ..	2,004
Figs	Cwts. ..	11,010
Grapes	Barrels ..	6,782
Lemons	Boxes ..	22,107
Oranges	„ ..	8,225
Orange peel	Cwts. ..	4,236
Wine	Butts ..	12,153
Olive oil	Tuns ..	10,081
Soap	Cwts. ..	6,700
Chick peas	Bushels ..	33,968
Wheat	„ ..	24,966
Esparto grass	Bales ..	17,657
Lead	Cwts. ..	162,966

Mines, Minerals, and Metals.—The operations of the year have been satisfactory, except, perhaps, in iron ores, the export of which have been affected by the stagnation of the iron markets in England.

Coals.—Notwithstanding the completion of the line of railway which places the coal mines of Espiel and Belmes, in the province of Cordova, in direct communication with all the other Spanish lines, there has been no diminution here in the imports of coals from the United Kingdom.

Banks.—A decree issued by the Government of the Republic in the early part of the year, abolishing the right of provincial or other joint stock banks to issue notes, and vesting this privilege exclusively in the National Bank of Madrid, gave rise, in the month of October last, to the dissolution of the Bank of Malaga; all or nearly all the notes of which have been called in and paid off. For some time previously, the notes of the Local Bank had been circulating at a discount, which became augmented as soon as it received a notification from the Government, either to incorporate itself with the Madrid establishment, or to wind up. The latter was the alternative adopted; and the Bank of Malaga, now in liquidation, has been replaced here by a branch of the Bank of Madrid. These vicissitudes and changes, occurring most inopportunely just in the middle of the vintage season, occasioned a monetary crisis, precipitated several failures, and acted most unfavourably upon all the commercial operations of the place.

Exchanges.—In consequence of the discount on the notes, and the apprehensions entertained with regard to the affairs of the Malaga Bank, the scarcity of specie, and the prevalence of political agitations, &c., the course of exchange here passed through extraordinary fluctuations. Bills on London ranged from 96 to 102 reals per pound.

Freights.—Owing to the same causes, freights suffered a considerable decline at this and the neighbouring ports during the fruit-shipping season. Several charter parties were cancelled, and many vessels were despatched with part cargoes or in ballast.

Agriculture.

Raisins.—The crop has been smaller this year than in 1873, and the quality not so fine.

Lemons and Oranges.—An average crop. The plantation of these fruit trees is annually on the increase.

Figs.—A short crop, and of very bad quality, owing to the great drought.

Almonds.—Short crop, and very dear.

Wine.—The results of the last vintage, while showing a deficiency of about one-third in quantity as compared with that of the previous year, has been satisfactory in point of quality, especially in the sweet wines; the dry are rather deficient in softness.

Olive Oil.—A very short crop. The anticipated export trade in this article in 1875 will contrast very unfavourably with that of 1874, which was unprecedentedly large.

Sugar.—The following table specifies the products of this important branch of agriculture:—

Year 1874.	Area under Cultivation.	Yield in Cane.	Yield in Sugar.
	Acres.	Cwt.	Cwt.
Province of Malaga ..	6,000	1,500,000	123,000
Province of Granada ..	4,800	1,220,000	96,000
Total	10,800	2,720,000	219,000

The average price of the cane is 2 reals per arobe, or 1*s.* 9½*d.* per cwt.; and the value of the sugar produced therefrom is estimated at 43 reals per arobe, or 1*l.* 18*s.* 8*d.* per cwt. The cultivation of the sugar cane in this province is rapidly extending every year.

Population.

The population of the city of Malaga, which is reckoned now at about 110,000 souls, is steadily increasing. The facilities of railway communications, the openings afforded to labour by several cotton mills, iron foundries, smelting works, and the more recent industry of the manufacture and refining of sugar, have attracted and continued to attract labourers from the rural districts, who thus swell the population of this city, which, were it not for these causes, would have remained stationery, or exhibited, perhaps, a decline; for although the climate is healthy and conducive to longevity in grown-up people, the death rate, amongst very young children, principally during the summer months, is so great that it is out of all proportion to that of the rest of the population. Improper diet during teething, neglect, and the practice, almost universal amongst the lower classes, of allowing infants to sit with scarcely any clothes on on the cold damp stones or tiles which form the floors of their dwellings, are amongst the chief causes of this excessive mortality, raising the annual death rate to 40 per 1,000 persons living.

Public Works.

With the exception of the completion of the railway connecting this place with Granada, the last section of which was opened for public traffic in May, no other work of public utility has been inaugerated during the year. Whilst the municipal authorities, under the plea of want of funds, have discontinued some works of paramount public utility which were commenced some years ago — such, for instance, as the conveyance of an abundant quantity of pure water from a neighbouring spring, of which supply the town is urgently in want, and the completion of the building of a provincial hospital for the poor, likewise much needed—a large sum of money is being expended on the erection of a huge bull ring, intended to accommodate 12,000 spectators.

Another work of paramount importance, which has been much neglected, is the deepening of the port, which is gradually but rapidly silting up, there being at present scarcely water enough to float the ships of heavy burthen, which are fast superseding the vessels of lighter draught formerly frequenting this place. There is, however, a project on foot, not only to dredge the port, but also to enlarge it, by prolonging for several hundred yards the old mole which shelters it from the east winds, the most dangerous here. As no pecuniary assistance can, under the present circumstances, be reasonably expected from Govern-

ment, the projectors hope to raise the necessary funds by imposing a tax on shipping and merchandise, which imposts they expect the Government will authorize them to levy.

Concluding Remarks.

The results of the year have been exceedingly favorable to British commerce with Malaga.

I have not yet received all the returns and reports from the Vice-Consular Districts, and in the interim I am collecting other interesting and statistical information, which will form the substance of a subsequent general report upon the trade of this extensive district.

Malaga, February 1875.

PORTO RICO.

Report by Consul Pauli on the Trade and Commerce of Porto Rico for the Year 1874.

The decrease of exports for 1874, compared with 1873, may be accounted for by the long continued drought of the last months of 1873 up to June 1874, since which time the rains have been abundant, and the prospects of the coming crop remarkably good.

Trade generally has suffered, owing to the scarcity of money, failures of merchants, reduced crop of sugar, and low prices. Coffee, on the other hand, has been productive with fair prices, and on the whole the aspect of affairs presents a brighter appearance.

The want of an exchange or chamber of commerce seems to me to be one cause why trade does not flourish as it should in this fertile island.

Questions of interest to the mercantile and planting communities have no means of being ventilated here at present; the Government employés arrange all matters as best suits their own interests, and the public at large have little or no voice in the management of their own affairs.

The custom-house regulations continue to be carried out with severity, and although felt as a hardship by the traders, no common action is taken to procure an alteration of these laws. This same selfish policy must prove very detrimental to all activity in business, and is as much the fault of the trading classes as of the Government. The latter may fairly plead that what people submit to without remonstrance cannot be very prejudicial to their interests. The few foreign merchants cannot take the initiative, owing to the proverbial jealousy of Spaniards to foreign intervention.

As I have only been at Porto Rico part of the year I will annex the local reports of the Vice-Consuls of Ponce and Mayaguez, whose observations are not only of value from their long residence in the island, but represent the condition of the south and west districts, where climate, and consequently crops, differ considerably from the districts to the north, the island being divided by a mountain range running nearly east and west, and intercepting the north-east trade winds and the rain clouds carried by them.

The want of a bank is much felt, but there seems no prospect of one being established here while affairs remain unsettled in Spain.

By a decree of the National Government an additional duty of 5 per cent. on amount of custom-house duties hitherto collected has been imposed both on imports and exports since October last.

The export duties now are as follows, with 5 per cent. added to these figures.

	Cents.
Sugar	20 per 100 lbs.
Molasses	50 per 110gallons.
Coffee	50 per 100lbs.
Tobacco	20 „

It may be useful to shippers and masters of vessels bound to this

island or Cuba to state some of the very stringent regulations existing at these places.

All vessels bound here should bring with them a manifest, expressing in figures and writing class, flag, name, Spanish tonnage, where from, shippers, consignees (consignments to order are prohibited), marks, number, contents and gross weight in metric decimals of packages stating if in ballast. All this has to be certified by the Spanish Consul at the port of their despatch, a duplicate must be given to the Spanish Consul who sends it by the same vessel under cover to the Intendenté here. Captains must also present a third copy not certified, and no alteration or rectification is permitted under severe penalties.

Fines from 25 dol. to 1,000 dol. may be inflicted for breaches of custom regulations, and even confiscation of ship and cargo. Too much care cannot be taken to describe the contents of packages minutely, as well as their nature, merchandise and other general terms are not admissable, and advantage is taken in every way of an omission or mistake, the whole code being a perfect web of snares for the unwary.

Coal, when carried as a sole cargo, is exempt from tonnage or discharge duties, but any other article on board (however small) will subject the whole cargo to duties.

A bill of health certified by Spanish Consul is also required.

The rate of exchange varies from 5 dol. 35 c. to 5 dol. the £ sterling, and gold carries a premium, but silver is scarce. The custom-house requires to be paid in silver and in Spanish currency, or 5 per cent. on the American money in circulation here.

Besides the chief articles of production, there is a considerable trade in fruits (oranges and cocoa nuts) to the United States, and cattle to the West Indian Islands—hard woods are also exported, but no reliable information can be obtained of the exact amount realized by these articles, so I will confine my statements to the regular crop. The imports are very difficult to ascertain, but I should state them roughly at about 2,250,000*l.*

The articles free of import duty remain the same since 1871.

1874.—Statement of Exports from the Island of Porto Rico.

Districts.	Sugar.	Molasses.	Coffee.	Tobacco.	Cotton.	Hides.	Rum.	Total Value.
	Quintals.	Gallons.	Quintals.	Quintals.	Quintals.	Quintals.	Gallons.	
San Juan	314,463	373,347	18,529	14,454	555	4,700	8,122	..
Arecibo	168,055	492,542	4,419	13,292	..	..	..	..
Mayaguez	290,960	1,470,107	91,333	..	579	607	..	..
Humacao, Fajardo, Naguabo, and Yabucoa ..	293,288	891,538	..	..	..	..	..	..
Ponce	282,440	1,496,656	39,347	7,297	589	..	..	..
Arroyo and Maunabo	134,043	602,297	526	300	..	..	221	..
Aguadilla	90,780	124,087	42,337	8,053	923	104	..	..
Total—1874	1,574,029	5,450,574	196,491	43,396	2,646	5,411	8,343	..
„ 1873	2,023,913	6,082,539	270,895	51,766	2,484	6,990	32,782	..
„ 1872	1,885,241	6,087,550	177,208	61,761	5,139	5,644	2,513	..
„ 1871	2,162,667	7,590,915	210,066	55,240	7,800	6,838	19,896	..
Value at average for 1874 of..	4 dol. per quintal.	25 c. per gallon.	20 dol. per quintal.	8 dol. per quintal.	18 dol. per quintal.	16 dol. per quintal.	30 c. per gallon.	..
	£	£	£	£	£	£	£	£
Total value—1874	1,259,223	272,528	785,964	69,433	9,525	17,315	500	2,414,490
„ 1873	1,587,000	143,118	929,541	121,590	10,711	27,411	1,928	2,820,308
„ 1872	1,885,241	304,337	531,624	98,867	20,556	19,180	141	2,859,945

To the total value for 1874 may be added at least 150,000*l.* for fruit, cattle, and timber exported.

From the above tables it will be seen that the crop is on most headings much below that of 1873. Sugar, molasses, and coffee show a marked decrease.

The price of molasses varies very much in different districts, being from 15 c. per gallon at San Juan to more than double that sum at Ponce and some other places, so that taking 25 c. as a fair average it will be seen that the value of molasses this year is in excess of last year although the quantity falls short of 1873 by 631,965 gallons, the average taken being for San Juan and not for the whole island in 1873.

Coffee also, has increased in price, being worth from 18 dol. per 100 lbs. to 22 dol. against about 17 dol. in 1873.

The prices of crops may be quoted as averaging for sugar 4 dol., molasses 25 c., coffee 20 dol., tobacco 8 dol., cotton 18 dol., hides 16 dol., rum 30 c. the gallon.

Shipping and Navigation.

The total number of British ships entering the ports of the island was 422 of 70,576 tons, and 3,550 men, exclusive of the steamers of the Royal Mail Company. The preferential duty in favour of the Spanish flag as regards these colonies, causes much merchandise from Europe to be brought in Spanish vessels.

The Royal Mail steamers call at most of the ports several times a month and French and German steamers touch at San Juan once a month each way. There are also Spanish steamers twice a month from Spain, and a coasting line of steamers of the same nation.

Agriculture.

The long continued rains give great hopes of a fine crop, in fact the estates situated on the north of the mountain range have had more rain than they required, but in the districts of Ponce, Guayama, and Mayaguez the prospects are excellent.

Labour is plentiful, but the rate of wages high, varying from 50 c. or 2*s*., and one meal per day with lodging found, to 2*s*. 6*d*. and even 3*s*. in crop time. The libertos, or recently freed blacks, are obliged to contract themselves, often to their late masters, and now are found working side by side with the white native and British black from our West Indian Islands. These latter are attracted here by the high rate of wages given and frequently I am assured lay by 8*s*. per week which they send to their relations at St. Kitt's or Antigua.

The planters are desirous of obtaining more foreign labour, so that competition may reduce the high rate of wages, but the Government do not encourage this immigration, and although they have not explicitly forbidden it, they place many obstacles to their entry. There can be no doubt that in a country where nature is so bountiful and wants so few, that the wages given are unnecessarily high and not justified by the prices realised by the crops; but the rulers of the country do not understand the questions of supply and demand, and tax their own productions with a marvellous shortsightedness in every direction. The unfortunate planter has thus to compete with other countries, and is overweighted by high price of labour and heavy taxes, deficient machinery and bad means of communication.

The soil is generally most fertile, and the country well watered by streams, and producing excellent grass. The cattle are the finest in this part of the world, the beef tender and good.

In a ride from Caguas to Naguabo, a distance of about 30 miles, I

crossed running water over forty times, and I saw cattle standing in the grass as high as their backs.

Population and Industries.

The population is between 500,000 and 600,000, of which rather more than half are whites and the remainder coloured people. This is a large population for an island 100 miles long by 40 broad, and I see no reason why it should not support over twice the number. Much of the land is not under cultivation, and if opened out by good roads, would be capable of increasing its productions and of maintaining a large population.

With the exception of agricultural pursuits the industries are very few. Tobacco is made into cigars and cigarettes on a small scale, but the bulk is exported in the leaf to other countries. Germany and Cuba itself receive the largest quantities.

There are no mines or mineral productions worked here although there is no doubt that both copper and gold in payable quantities exist on the eastern part of the mountain range.

Public Works.

The telegraph has been extended to all the principal towns of the island, and the West Indian and Panama Telegraph Company have stations at San Juan and Ponce for cable messages to most parts of the world.

There is a good metalled road from the city to Caguas, a distance of twenty-three miles and other fair roads for a few miles outside all the chief towns. Communication may be said to exist along the coast line for carts and carriages but often interrupted by the state of the roads after rain. The journey across the island can only be performed on horseback, and even in that way is frequently obstructed by freshes in the rivers and streams.

The towns of Mayagues and Ponce are more advanced in many ways than the city of San Juan, the fortifications of the latter place prevent any improvements being carried out, all such ideas being sacrificed to the supposed necessity of keeping up these formidable looking but obsolete works.

The country is in a most backward state as regards public works. Even the safe and excellent harbour of San Juan has gradually become silted up with mud for want of dredging.

There has been much talk about railways and tramways, waterworks and irrigation, but the Government will do nothing in these matters, and a large sum put aside three years ago and partly raised by private subscription to supply the city with water remains still in the hands of the Government. Since then private enterprise is cautious about embarking in any undertaking.

Nothing can be done without permission from Madrid, and that entails so many preliminary charges and expenses, and is so uncertain after all, that it would be very unwise to put capital into any public work under the present system of Government.

Porto Rico, February 1st, 1875.

MAYAGUEZ.

Report by Vice-Consul Gumbes on the Trade and Commerce of Mayaguez for the Year 1874.

The difficulties which the commercial community of this place had to contend with during the past year and the early part of this, in consequence of some failures of commercial firms, a reduced crop of sugar and its unremunerative prices, and of an erroneous supposition of disaffection to the Government, have gradually and partially subsided, the coffee crop having been a very large and productive one, more prudence than usual observed in speculations of produce, and a resumption of confidence based upon the undisturbed tranquillity of the department.

General trade has not been unsatisfactory as will be observed by reference to the subjoined returns of the imports and exports.

The stringency of the money market has continued to prevail, but to a less degree than during the past year, money lenders having discounted more freely and with more confidence, which is illustrated by the rather high rate of exchange prevalent until the fall of the year, and commencement of extensive operations in sterling to provide for purchases of coffee. That exchange reached the rate of 5 dol. 30 c. to the £ sterling, the average rate for the year being about 5 dol. at an approximate estimate.

There has been no falling off in the trade with Great Britain, those usually engaged in it having continued their importations without any abatement.

No failures have occurred, and two new firms have been established, one of which being the successor of a long established one.

This port continues to be visited regularly by the Royal Mail Steam Packet Company's ships, by those of Herrera's Line from Havanna, a coasting steamer of the same line, and the Liverpool Line which is specially for inward freight, all apparently working to advantage.

The boat from New York under the British flag has discontinued its voyages since May last, its service being too extensive to allow of a performance of the special requirements of this locality. The Royal Mail Company projects the establishment of a branch line to New York, which if effected, will increase trade at this port.

No foreign vessels of war have visited this port during the year, but frequently those of the Spanish naval station in the island.

Many of those engaged in agricultural pursuits have become convinced that the abolition of slavery has not caused their ruin as they apprehended, labour being abundantly available both from the free native and the liberated slave, at from 1*s.* 6*d.* to 2*s.* per day without food, under contracts enforced by the Government for three years, of which two have expired, between the slaves and all desirous of employing them, and the opinion is almost general that at the final expiration of those contracts, a better result will be obtained without any further restraint. No disturbances of any nature have arisen, and the free native continues to work as heretofore with the late slave, which has always produced a moralizing effect in this country.

Some sugar planters are still much embarrassed, not only from the

disease of the cane, general in this district, and which source is yet problematical, without any of the measures adopted to destroy it, having proved entirely efficacious, but from previous extravagant expenditure in the enlargement and embellishment of their properties, in careless anticipation of a continuance of the high prices for sugar enjoyed for many years.

The average prices of coffee, sugar, and molasses may be estimated at 22 dol., and $3\frac{3}{8}$ per 100 lbs., and 30 dol. per 110 gallons respectively.

The coming crops promise favourably, especially of coffee. The cultivation of new and high lands for cane, has been adopted with success, with a view to avoid the disease prevalent in low and old fields of many years' production.

The military barracks in this town are being enlarged. An iron bridge is expected from Belgium for the river which runs through this bay. The streets are undergoing extensive repairs, but the roads are in a deplorable state, especially those which lead to the principal coffee districts. A tramway is being laid between this bay and the town, by private enterprise, and the gas works have proved a success.

The savings bank is progressing rapidly under very efficient management.

There are four casinos or clubs in this town. One, the Spanish centre of the conservative party exclusively. Another, of the liberal party less exclusive in its class, and the two others of the coloured population, which certainly shows a desire for civilization.

The census of the population of this department has not yet been completed by the Town Council, and I am prevented from including it in this report.

Mayaguez, February, 1875.

PONCE.

Report by Vice-Consul Basanta on the Trade and Commerce of Ponce for the Year 1874.

Trade and Commerce.

The decrease in trade that has occurred during the year has been owing to the great scarcity of money, and to the credits on England having been withdrawn from commercial houses. The extensive failures of merchants last year, and of several firms during this year, having seriously affected the trade with Nova Scotia and New Brunswick, will account for the limited amount of British tonnage that has entered the port this year.

The total value of the imports was 429,044*l.*, of which amount about 100,000*l.* were introduced in dry goods, cutlery, and hardware from the United Kingdom in Spanish vessels, the import duties being 8 per cent. less upon goods imported from foreign countries in Spanish bottoms.

The total value of the exports was 480,929*l.* 16*s.*, against 602,886*l.* in the year 1873.

Shipping and Navigation.

The total amount of British tonnage entered inwards was 76 vessels measuring 15,471 tons, against 96 vessels with 19,568 tons in the previous year. The total amount of British and foreign tonnage entered inwards was as follows:—

	Vessels.	Tons.
British	76	15,471
American	73	17,187
Spanish	71	13,895
German	16	4,025
Danish	9	2,063
Swedish	1	297
Norwegian..	4	4,000
French	2	672
Venezuelan	3	231
Dutch	1	286
Total	256	55,127

Agriculture.

The exports were as follows:—

		Quantity.	Average Price.	Value.
			Dol.	Dol.
Sugar	Lbs. ..	28,244,000	4 per 100 lbs.	1,129,760
Molasses ..	Gallons ..	1,496,656	32 per 110 gallons	435,390
Coffee	Lbs. ..	3,934,700	20 per 100 lbs.	786,940
Tobacco ..	„ ..	729,700	5¾ „	41,957
Cotton.. ..	„ ..	58,900	18 „	10,602
Total ..	..	..	..	2,404,649
Equal to ..	..	..	..	480,929*l.* 16*s.*

The sugar crop, owing to drought, was about 35 per cent. less than that of the year 1873.

The sugar crop for 1875 will be a large one, and will commence early in January next.

Population and Industry.

The population of the district according to the census taken in 1872 was 33,235, of which were 16,992 males and 16,243 females.

There are about forty-four labourers and mechanics who have lately arrived here from neighbouring British islands, who are employed as follows:—Field hands at 50 c. per day, sunrise to sunset, and one meal per day and lodging on estate; carpenters and masons obtain from 1 dol. to 1½ dol. per day, without meals; domestic servants, 5 dol. to 8 dol. per month, with board and lodging; grooms, 10 dol. to 15 dol. per month, with board and lodging.

There is no want of field labour, but planters are desirous of introducing labourers from abroad, so as to cause competition in the labour market. The Government are, however, opposed to it.

Several sugar estates are at present abandoned, the proprietors not having the means to pay for labour, and these properties will probably soon change hands.

The taxes are levied as follows:—The gross income of planters and others is ascertained by custom-house returns, from which the taxes are ascertained at the end of each year, when they are levied for the coming year. From the gross amount of income the previous year 35 per cent. is deducted for expenses; the balance is then taxed as net income 5 per cent., upon which a further amount of 50 per cent. is added for municipal tax, so that the actual tax on income is 7½ per cent. The mode of ascertaining the income is held to be unsatisfactory.

Public Works.

A public hospital is being erected at a cost of 14,000*l.*, the bequest of a native proprietor of a sugar estate. An English episcopal church has recently been established in the town; the cost of same, about 3,000*l.* The rector receives a salary of 600*l.* per annum from the congregation. The town is lighted with gas, contracted for with an English company. There is a telegraph cable between this port and Jamaica, in connection with Cuba and America, and from which communication with Europe is derived.

Ponce, December 31, 1874.

SWEDEN AND NORWAY.

CHRISTIANIA.

Report by Vice-Consul Crowe on the Norwegian Fisheries for the Year 1874.

Spring Herring Fishery.

Little can now be said relative to this fishery, as during the last years it has fallen off strikingly; prior to this it was considered one of the most important of the Norwegian deep sea fisheries; the real cause of this decline has yet to be discovered, as ichthyologists cannot agree, probably it will be found to be connected with some submarine agency, such as the abundance or scarcity of food, or the storms or currents affecting the temperature of the ocean.

The spring herring fishery, with the exception of that in 1871, when there was an extraordinarily rich catch, especially in the Sóndmöre district, has in the course of the last five years steadily decreased, so much so, that the produce of this year does not even reach to one-thirtieth of the average quantity for the years 1851 to 1869, from which it is to be presumed that the present herring period, which began in 1808, is at an end, or at all events very nearly so.

There are also many other unmistakable signs, such as the considerable deterioration in the quality of the herring species along most of the western coast of Norway, from Skūdesnas to Stadt; it is, therefore, natural that the fishermen interested in this fishery, who have hitherto continued to live in the hope of its continuation, should at last realize the fact that for a shorter or longer period no herring fishery can be expected.

No doubt fishermen living in the neighbourhood, having their boats and fishing gear ready, will try and catch what comes in their way; but it is, however, presumed that no fishermen in any numbers will assemble till the regular reappearance of the herring sets in.

It is therefore proposed for the future to withdraw all public inspection with regard to this fishery.

The result of the catch amounted to 11,390,000 fish, filling 17,000 barrels. Comparing this with the three preceding years it shows a gradual and evident decrease, viz.:—

	Barrels.
1873	80,000
1872	195,000
1871	200,000

and strengthens the prevailing supposition of its soon coming to a close after a prosperous continuance of 67 years.

The prices obtained, however, were higher than in any previous year, owing of course to the small quantity caught, fresh herrings fetching from 17*s.* 6*d.* to 1*l.* 1*s.* per great hundred (120), and occasionally even more.

The spring herring fishery must now be considered a thing of the past, considering that this year it has only produced 17,000 barrels,

against an annual catch during forty previous years ranging from 500,000 to 900,000 barrels, forming then intrinsically the most important fishery in the country, and the product being one of the most remunerative staple articles of export.

This is, however, not the first time that the spring herring has been known to desert the coast even for long periods.

The details respecting this fishery in early times are naturally most uncertain and insufficient, but within the three last centuries the records have been more accurate, and from these we find that the spring herring totally disappeared during the first half of the seventeenth century, and that, in the years 1650 to 1654, only 8,000 barrels were annually exported.

In 1661 and 1662 the fishery seems to have been good, but nothing extraordinary; and so it continued for the latter half of the century.

From 1700 to 1784 the spring herrings visited the coast regularly, especially between Stavanger and Bergen, and during the last ten years of this period they were unusually plentiful near Stavanger.

From 1736–1756, the fishery continued good in the Romsdal districts, but in Söndmöre it ceased altogether in the year 1758, but was replaced by a most profitable cod fishery.

From 1785 the spring herring is said entirely to have deserted the coast, not making its appearance again till 1808.

The fishermen resorting to this part of the coast have, in consequence of the failure of the spring herring, pursued the cod fishery with great eagerness during the last two years, and it has proved most profitable to them, although they laboured under great disadvantages, such as inexperience in using the different, and to them novel, kind of fishing gear necessary, and the weather on the whole this year being unfavourable to them.

The following table gives the total result of these cod fisheries compared with the year preceding it:—

Table I.

Districts.	1874.		1873.	
	Numbers Caught.	Value.	Numbers Caught.	Value.
		£		£
Söndmöre	2,210,320	80,361	3,010,250	108,333
Romsdal	483,000	14,848	359,650	8,667
Nordmöre	1,706,960	41,942	2,014,000	48,889
Total	4,400,280	137,151	5,483,900	165,889

Although the results of this year do not equal those of last, still they bear a very fair comparison to what the spring herring fisheries used to bring in in these districts.

The cod here are caught as easily with lines as net; in fact, it is difficult to state which gear the fishermen found most successful.

Next year it is anticipated that the cod fishery in these districts will be prosecuted still more zealously, although it is expected that the fishermen as usual will be provided with their herring gear, in case of its being needed.

Large Herring Fishery.

According to the official returns from the Nordland district, the result was 147,000 barrel, which, together with the catch in the Tromsöe district, may represent an aggregate of 300,000 full packed barrels.

Comparing this with the result of the five years previous, it will figure as follows :—

	Barrels.
1874	300,000
1873	160,000
1872	350,000
1871	700,000
1870	280,000
1869	300,000

respectively.

The prices fluctuated from 6*s.* to 11*s.* 4*d.* per large hundred (120), the average price, however, can be calculated at 9*s.*; generally speaking, the price of large herrings has of late years been on the increase, not, however, in any considerable degree. In—

	Per large Hundred.	
	s.	*d.*
1869	3	8
1870	8	4
1871	5	0
1872	7	9
1873	8	0
1874	9	0

The reason of this increase in price cannot be attributed solely to the unfavourable result of the spring herring fishery, but to the increased number of purchasers, especially from Russia, and the increased demand from other foreign markets.

It is as impossible to offer an opinion as to the causes of the desertion of the north-west coast by the large herring as it is in the case of the departure of the spring herring from the south-west coast; suffice it to say, that it is not surprising that a strong feeling of disappointment has been very generally felt by the local fishermen, as well as by the most affluent dealers and shipping merchants in the country.

I mentioned in my report for 1872 that many theories have been advanced as to where the herring sojourns during its long absence from the coast.

The solution of this question has not as yet been satisfactorily solved, although it has given men scientific in such matters occasion for much careful investigation, and animated discussions have taken place upon the subject.

The opinion of some is that the large herring and the small or summer fish are one and the same species in different stages of development, and consequently that so long as the summer herrings continue to appear in abundance, there is no real cause for anxiety as to the ultimate fate of the spring fisheries.

Others take a different view. They do not think that the small summer or fiord herrings would ever grow into the larger spring fish, but believe that the latter are produced by a similar kind of herring which spawn in the deep fiords. They state that when the larger spring herrings were not taken on the Norwegian coast, the smaller summer herrings disappeared to the east of the Naze, they left a great number of young fry, and yet the full-grown spring fish never appeared.

Mackerel Fishery.

The mackerel fishery is only carried on along the south coast of Norway during the summer months, Christiansand and Farsund being the principal shipping ports.

As mentioned in previous reports, this fishery is wholly monopolized by English speculators, and I believe is by them considered a most lucrative business.

The following shows the profits of this fishery during the last five years, viz.:—

	£
In 1874	17,767
1873	24,640
1872	19,933
1871	29,042
1870	23,618

The total export and value of fresh fish packed in ice is as follows in 1874:—

Port of Export.		Numbers.	Value.
			£
Christiansand	Fish ..	897,110	5,441
Farsund..	„ ..	1,156,336	9,101
Flekkifiord	Cases ..	2,526	1,106
Total	..	..	15,648

The above amount includes the expenses of providing packing cases, ice, &c., ready for shipment.

In 1873 the exportation of mackerel was valued at 25,596*l.*

It will thus be seen the value of the exports for the year 1874 were considerably under that of 1873. This is partly owing to the fact that the expense of packing the fish has been much heavier this year, in consequence of higher wages and the ice required for the purpose having to be imported from other parts of the country, the winter having been so mild.

The price of mackerel has varied from 1*s.* 6*d.* to 4*s.* 6*d.* per score in the Farsund district.

The fishery was carried on by 349 smacks and 128 boats, employing 1,700 hands. Six men and two boats were lost.

The loss of nets has been considerable, partly owing to bad weather, and partly by vessels getting foul of the nets in crossing the fishing grounds. On one fishing station alone the loss of nets is valued at 511*l.*!

Salmon and Lobster Fishery.

Next in value to the mackerel fishery in these southern districts of the country are the salmon and lobster. The former reached a value of about 11,000*l.*; and the latter, 8,122*l.*

All along the southern coast the salmon fishery this year has been most successful. Whether this is accidental, or the result of the preservation laws, it is difficult to say.

Proprietors of salmon rivers in the country at present obtain comparatively high rentals. As an example I will mention that part of a

river has been let for twenty years to an Englishman at a rent of 365*l.* per annum. It is the new proprietor's intention to hatch salmon by artificial means, and to collect 2,300,000 salmon fry for breeding purposes.

The value of salmon caught is calculated at—

	£
In 1874	11,000
1873	8,173
1872	6,871
1871	6,324
1870	6,478

The value of salmon exported during the year was as follows:—

Port of Export.	Weight.	Value.
	Lbs.	£
Christiansand..	209,131	9,273
Mandal	16,956	606
Farsund	24,959	976
Total	..	10,855

The value is about 2,000*l.* above that of 1873.

The price for large fish has varied from 7*s.* 2*d.* to 15*s.* 2*d.* for 12 lbs., and for small fish from 4*s.* 6*d.* to 7*s.* 2*d.*

Of lobsters there were exported during the year from—

	Number.
Christiansand	201,980
Mandal..	50,000
Farsund	113,518
Total	365,518

The average price is stated to be 5½*d.*

Comparing the results of the last three years, it will be seen that in 1874 they were double those of the two preceding. Thus:—

	Number of Lobsters.	Value.
		£
1874	365,518	8,122
1873	294,099	4,356
1872	207,299	3,111

Loffoden and Finmark Cod Fisheries.

The former fishery is at present the most important in the country, and commences generally about the end of January, continuing to the end of March; and the latter, next in importance, commences the end of April, and continues during three and sometimes four of the summer months.

The catch this year at Loffoden is estimated at 16,000,000 fish, while the fishery in the four previous years was as follows:—

	Number of Fish.
1873	18,000,000
1872	15,000,000
1871	16,000,000
1870	18,000,000

As usual the fishery commenced in January, but most of the fishermen, in consequence of tempestuous and unsettled weather, did not reach the different stations till the end of February.

The weather on the whole was unfavourable during the greater part of the season, which in a great measure accounts for the poor results of the fishery.

The prices obtained have, in consequence, been above the average, during the latter part of the fishery they ranged from 35*s.* 6*d.* to 36*s.* 4*d.* per great hundred (120 fish).

The cod livers were very poor at the end of the fishery, requiring from 360 to 540 fish to fill one barrel against 340 to 440 in the previous year of 1873, consequently the quantity did not reach any great amount, nevertheless the price of this article, at all events during the fishery itself, was relatively low, as only 22*s.* 3*d.* to 24*s.* 7*d.* per barrel was obtainable.

The quantity of roes salted amounted to 15,000 barrels, while in 1873, 18,000 barrels, and in 1872, 22,000 barrels.

The price obtained was greater than in any of the previous years, as much as 48*s.* 11*d.* to 55*s.* 7*d.* per barrel being paid.

The year before only 35*s.* 7*d.* was paid, which was then considered a good price when compared with most of the previous years.

The following table shows the yield at Loffoden for the last fifteen years compared with the present year.

Table II.

Year.	Klipfish.		Stockfish.		Total Fish.		Liver.		Roes.	
	Great Millions.	Vogs (140 lbs.).	Great Millions.	Vogs.	Millions.	Price.	Barrels in Thousands.	Price per Barrel.	Barrels in Thousands.	Price.
						£ s. d.		£ s. d.		£ s. d.
1859	10	600,000	8	320,000	18	1 0 0	60	1 5 3	20	1 0 9
1860	10	700,000	9	350,000	19	1 2 3	80	1 3 5	16	0 17 9
1861	8	520,000	8	360,000	16	1 0 0	64	1 3 5	14	1 0 0
1862	3½	210,000	5½	240,000	9	1 3 5	30	1 6 8	7	1 3 0
1863	11	660,000	3	130,000	14	1 8 11	40	1 8 2	10	1 8 11
1864	5	300,000	3	140,000	8	1 8 11	24	1 10 2	6	1 3 5
1865	9	580,000	6	270,000	15	1 7 10	40	1 8 11	10	1 2 3
1866	10	580,000	7	300,000	17	1 6 8	52	1 8 11	18	1 7 10
1867	11½	590,000	9½	400,000	21	1 3 5	60	1 6 8	20	1 17 10
1868	11	580,000	6½	250,000	17½	0 17 9	34	1 5 9	24	1 6 8
1869	10	570,000	6½	290,000	16½	0 18 8	37	1 6 8	17	1 13 4
1870	9	540,000	8½	400,000	17½	1 6 8	60	1 6 8	20	2 0 0
1871	8⅓	500,000	5⅚	240,000	14⅙	1 11 1	44	1 10 3	16	1 11 1
1872	7½	450,000	6¼	300,000	13¼	1 7 7	48	1 3 9	22	1 7 7
1873	9 7/12	580,000	6¼	300,000	15½	1 10 3	50	1 8 8	18	1 15 7
1874	11½	690,000	4	160,000	15½	1 16 4	40	1 4 7	15	2 15 7

From the foregoing it will be seen that the result is below an average year, but on the other hand, prices ranged extraordinarily high, especially for roes, still, owing to the enhanced prices lately for the necessaries of life, and for boats, tackle, &c., the actual gain of the fishermen has not been above the average.

Eleven and-a-half millions of fish were prepared as klipfish, (baccalau), and 4,000,000 as stockfish. Besides the total quantity of fish given in the above table, about 600,000 have been taken for home consumption.

The following table will point out the number of fishermen, and men, as well as boats employed, and the description of boats used, and from what districts the fishermen had congregated.

Table III.

From what Districts.	With Nets.				With Lines.			With Deep Sea Lines.			Totals.		
	Fishermen.	Crews.	Boats.	Nets combined with lines.	Fishermen.	Crews.	Boats.	Fishermen.	Boats with lines.	Boats without lines.	Men.	Crews.	Boats.
Stavanger	..	..	..	..	..	..	..	3	..	1	3	1	1
Bergen	..	..	..	..	..	..	..	3	1	..	3	1	1
Bergen District	..	..	..	..	..	..	..	3	..	1	3	1	1
Romsdal District	..	..	..	..	6	2	2	10	1	2	16	5	5
South Throndheim District ..	185	37	53	..	3	1	1	179	5	45	367	88	104
North Throndheim District ..	148	26	27	..	8	2	2	143	22	36	299	86	87
Nordland District	7,269	1,201	1,317	107	6,057	1,382	1,610	997	78	338	17,323	2,999	3,344
Tromsoe District	2,069	343	400	1	1,479	377	399	256	26	71	3,804	784	896
Finmarken District	..	..	..	..	..	..	..	3	..	1	3	3	1
Totals in 1874	9,671	1,607	1,797	108	7,553	1,731	2,014	1,597	133	495	18,821	3,966	4,439
Totals in 1873	8,971	1,511	1,774	224	6,832	1,627	1,922	1,459	35	544	17,262	3,717	4,275

The foregoing shows an increase on last year of 1,559 men, or 249 boats' crews, divided as follows:—with nets, 700 fishermen, or 96 boats' crews; with lines, 721 fishermen, or 104 boats' crews; with deep sea lines, 138 men, or 49 boats' crews; besides this number numerous driers and salters are annually employed on shore, whose number may be estimated at 5,000 to 6,000 engaged in preparing the cod for exportation and home consumption.

It may not be without interest to know how many smacks congregated on a given day to purchase the fish, I therefore include the following table, showing the number, where from, what tonnage, and how many men employed, compared with the year previous.

Table IV.—Number of Purchasing Vessels on the 16th March.

Where from.	Number of Smacks.	Number of Crews.	Total Tonnage in Barrels.
Hangesund	2	9	800
Bergen	45	228	22,750
Florö	1	5	500
Aalesund	12	60	5,630
Molde	3	16	1,640
Romsdalen	28	135	12,830
Throndheim	58	319	31,290
Orlandet	14	56	5,490
Namsos	3	15	1,550
Namdalen	19	91	8,740
Helgeland	73	313	38,370
Salten	75	342	34,030
Bodo	6	30	2,630
Loffoden	39	198	20,670
Tromsoe	26	128	11,500
Total in 1874 ..	404	1,945	198,420
„ 1873 ..	390	1,690	183,440

The foregoing shows an increase this year of 14 vessels, 255 men and 4,980 barrels.

The medical officers report the sanitary condition of the fishermen to have been on the whole good, with the exception of a few fatal cases from nervous fever, or typhus, brought by some of the fishermen from Helgeland. Some experience was found in finding convenient and safe hospital accommodation.

The total amount of medicinal dues received by the State on behalf of the Nordland and Tromsoe districts for the year 1873, in conformity with the law of the 12th May, 1866, amounted to 5,118*l.*, collected as follows:—

		Quantity.	Price.	Value.		Value.		
			Sk.	Sp. dol.	sk.	£	s.	d.
Herrings ..	Barrels	495,000	2	8,250	0	1,833	0	0
Liver ..	„	50,000	12	5,082	60	1,129	0	0
Roes ..	„	22,900	1½	286	36	64	0	0
Klipfish ..	Great hundreds.	107,216	4	3,573	104	794	0	0
Raw fish ..	Tons	280	0½	43	65	10	0	0
Salt fish ..	Barrels	184	2	3	8	0	14	0
Stockfish ..	Tons	12,408	1	5,790	73	1,287	6	0
Total ..	..	..	..	23,029	106	5,118	0	0

In 1872 it amounted to 6,711, consequently showing a decrease on last year.

The Government Inspectors were on the fishing grounds from the early part of January till the 14th of April, acting as a maritime police, exercising extensive magisterial jurisdiction at the different fishing stations, with authority to treat summarily all disputes and offences connected with the fisheries.

The total amount of fines levied amounted to 97*l.*, of which 82*l.* falls to the State, and the remainder to the local poor box.

The following statement will show the character of the misdemeanours for which fines were inflicted, viz. :—

	Number of Fines.
Breach of the peace	9
Not obeying inspector's orders	2
Drawing their nets before morning signal and placing them out before the evening signal	118
Using illegal gear	7
Injury to other men's gear	1
Leaving gear out on Sunday	5
Selling spirits without a licence	3
Selling beer without a license	3
Breach of the sanitary laws	3
Total	151
Besides these, 11 police cases were heard—	
Forgery	2
Theft	8
Assault	1

The expense occurred in superintending and keeping order at the Loffoden fisheries amounted this year to 2,176*l.*, which is 112*l.* less than granted by the State for that purpose.

In 1873 it amounted to 1,311*l.*, and in 1872 to 1,368*l.* 13*s.* 4*d.*, consequently showing a considerable increase on the two former years.

Before concluding the report on the Loffoden fishery it will not be irrelevant to state, in a more detailed manner than has hitherto been done in any of the previous reports from this Consulate, the processes gone through in the conversion of the refuse of the codfish into artificial guano, as it has now become a lucrative article of export, exceeding in value the export of ice-packed fish to England, and has such good prospects for future development, that ere long it is not improbable that the annual export from Norway will exceed a value of 1,000,000 sp. dol.

In the fishing report of 1872 it was mentioned that a couple of factories for the conversion of the refuse of the cod into guano had been established, since that period seven factories have been started, besides a similar one for utilizing the refuse from the whale for the same purpose.

The raw material annually consumed by these factories now amounts to about 15,000 fish heads and backbones.

Although the prices for fish heads have risen in later times from a trifle to 10½*d.* for a hundred, and from 1*s.* 5½*d.* to 1*s.* 10*d.* for a similar quantity of dried heads, the supply has some times been rather scanty; the reason assigned is, that fish heads, among the common people, have hitherto been used as a substitute for winter fodder for the cattle.

It is estimated that the cattle in the fishing districts consume about 10,000,000 of cods heads annually.

On visiting one of these guano factories the first thing which attracts the attention is the accumulation of the raw material, consisting

principally of dried fish heads and backbones in millions. In the factory itself one observes in the first compartment, some large iron plates and stone slabs with furnaces underneath, on these plates the raw material goes through the drying process preparatory to ulterior operations.

Although previously dried in the air, they have to be submitted to this additional drying process before being ground.

A series of wooden shovels fixed over the pans, and set in motion by mechanical means, keep constantly stirring the material to prevent its burning.

When thoroughly dried, the raw material is brought to the mill, and placed between the discs, furnished with sharp steel knives rotating over each other, so as to tear the heads and backs into shreds.

The raw material, after having gone through this process, is then brought to a common coarse mill, from whence it issues as a homogeneous coarse powder, which is then weighed into sacks holding 1 cwt. and stored ready for sale.

Four bushels of this prepared manure is at present sold at 1*l.* 2*s.* 3*d.*

It is said that no other manure can so quickly or so effectually afford the required nourishment for germination as the fish guano.

Another novel and remarkable article, prepared from the products of the ocean—namely, fish flour—has been brought forward in the last few years. It is not as yet manufactured in any great quantity, as the article is still new in the market, and consequently there is no great demand for it.

The flour is prepared from dried fish of the first quality; it is thoroughly dessicated, and then ground in a mill. There are two qualities, the coarse and fine ground. It is especially the former which has found favour with the public, from which an excellent dish of preserved fish can in a short time be prepared; while the finer flour is used for fish puddings, a dish highly appreciated in this country.

To those who have no regular supply of fresh fish, it is presumed this article will be more particularly important.

The official returns of the Finmarken cod fishery not having yet been published, I am unable to render as detailed an account as I have endeavoured to do with regard to that at Loffoden.

This fishery commenced during the first days of April under very favourable auspices, as quantities of lodde (*Mallotus arcticus*) and cod appeared under the land, and in the Sylte fiord such numbers of cod were caught that prices fell to 9*s.* per hundred fish, and even at that price some difficulty was found in finding purchasers. At the latter end of April, on the contrary, the fishery became very irregular; and during the middle of May it was much obstructed by tempestuous weather, especially in the Varanger district.

The fishery was above the average this year, the catch having been 16,000,000 of cod, besides the local consumption.

The following table shows the yield of this fishery for the last seven years:—

	Millions.
1873	16½
1872	16¼
1871	15
1870	11½
1869	14½
1868	13¾
1867	11⅓

Of the total quantity caught this year, 8,000,000 fish were prepared as klipfish, most of the remainder as stockfish.

The prices obtained at the different stations have been very fluctuating. According to the quality of the cod, from 10*s.* 8*d.* to 1*l.* 11*s.* 2*d.* per great hundred; 1*l.* 2*s.* 3*d.* to 1*l.* 6*s.* 8*d.* seems to have been the average price.

The fish have been considered fat and rich in liver. Of those caught in East Finmarken, it took but from 270 to 400 cod to a barrel of liver; at other stations, on the contrary, 450 on the average were required.

The price for livers varied from 17*s.* 9*d.* to 1*l.* 4*s.* 6*d.* per barrel, being therefore considerably below the average.

As an evidence of the value and importance of this fishery, it may be stated that the number of men participating in it was quite as great as that engaged of late years at the Loffoden fishery. This year, 3,600 boats were employed, and at the same time there were also 229 trading vessels at the several stations purchasing the produce, besides 154 purchasers or speculators on land. These numbers increased towards the end of the fishery.

The aggregate money value arising from the yield, including the liver, can be estimated as follows:—

	£
In 1874	191,174
1873	196,889
1872	130,667
1871	193,778

Besides cod, quantities of pollack, cole fish, and halibut, are caught during the Finmark fishery, but they are principally sold to the Russian traders, who salt them in bulk in their vessels and proceed with them principally to Archangel. The results of these fisheries are valued at about 50,000*l.* annually.

The Finmarken fishery has also several guano factories established in connection with it. The largest one is situated near Vadsöe, at the mouth of the Tana river; it contains sixteen drying furnaces, and employs forty common workpeople, consisting two-thirds of women and children. The factory works on an average from six to eight months yearly, and produces from 60 to 80 sacks of guano (each weighing 200 lbs.) daily. It is presumed the proprietor has a net profit of 4*s.* 6*d.* per sack.

The establishment complete is valued at 4,400*l.*, and has during the ten months it has been at work produced 10,000 sacks of guano, representing a value of about 11,125*l.*, which showing a handsome interest on the capital expended, and considering at the same time that the money is simply realized by utilizing refuse which a few years previously was thrown away or left on the beach to rot, it is no doubt like a new mine of wealth to the whole district.

Before bringing this report to a close, I will mention that, exclusive of the Loffoden and Finmark, a cod fishery is carried on in the Throndheim district. It is on a small scale, but still it is of some importance to the inhabitants of that part of the country.

The following table gives the value compared with the year 1873:—

	Number of Fish.	Value.
		£
1874 ..	973,200	25,444
1873 ..	913,000	27,556

The Bank Fishery.

A profitable cod, ling, and haddock fishery has been carried on off the coast of Söndmöre and Nordmöre. This fishery is monopolized in no small degree by Swedish smacks. The value this year amounted to, as the share of the Norwegians, 4,946*l.*; and to 2,244*l.* as that of the Swedish fishermen.

Shark and Seal Fishery.

From the port of Hammerfest, in Finmarken, were fitted out this year for the shark fishery, 28 vessels, 850 tons, 146 men; and for the seal fishery off Spitzbergen, 18 vessels, 728 tons, 179 men; the former returning with a catch valued at 4,444*l.*, and the latter 7,194*l.*

An enterprising young Norwegian has for some time endeavoured to find a means by which to separate stearine from whale liver, and it is said that he has at last arrived at a satisfactory result. Considering that stearine is extracted from many other kinds of liver, it is expected that this produce will ere long become a profitable branch of industry. The stearine obtained this season and last is beautifully white and clear.

Christiania, March 30, 1875.

Supplement to Report by Vice-Consul Crowe on the Norwegian Fisheries for the Year 1874.

Table I.—Table showing the Results of the Seal Fishery carried on off the Coast of Spitzbergen and Nova Zembla by the Vessels fitted out for that purpose from the Southern Districts of Norway for the last Fifteen Years, and showing at the same time the Profit and Loss to the Owners.

Year.	Steamers.	Sailing Vessels.	Totals.	Number of Crews.	Tonnage.	Value of Vessels.	Cost of Equipment and Maintenance.	Diminution of Capital at 3 per cent.	Interest on Capital.	Number of Seals caught.		Value.	One-sixth Share to the Crew.	Owner's	
										Young Seals.	Old Seals.			Profit.	Loss.
						Sp. dol.	Sp. dol.	Sp. dol.				Sp. dol.	Sp. dol.	Sp. dol.	Sp. dol.
1860	...	21	21	...	5,245	347,000	110,590	10,410	20,820	48,620	19,193	174,012	29,002	3,109	...
1861	...	20	20	...	5,015	325,000	105,410	9,750	19,500	9,334	25,825	121,968	20,328	...	33,020
1862	...	18	18	...	4,644	310,000	97,340	9,300	18,600	29,134	17,320	136,208	22,701	...	11,733
1863	...	19	19	...	4,889	320,000	102,955	9,621	19,242	32,842	13,249	125,304	20,884	...	27,398
1864	...	16	16	714	3,823	265,000	81,552	7,950	13,250	23,364	24,723	152,000	25,333	23,015	...
1865	...	16	16	714	3,823	257,000	81,552	7,710	12,850	41,758	18,724	172,000	28,667	41,221	...
1866	2	14	16	728	3,967	272,000	84,624	8,160	13,600	39,576	8,106	144,000	24,000	13,616	...
1867	2	13	15	688	3,692	257,000	78,768	7,710	12,850	59,931	23,292	247,000	41,166	106,506	...
1868	2	13	15	684	3,962	249,000	78,768	7,470	12,450	49,533	14,224	181,284	30,714	54,882	...
1869	1	14	15	681	3,723	257,530	79,632	7,125	11,866	33,300	29,240	183,560	30,593	54,344	...
1870	3	15	18	873	4,777	271,400	101,904	8,232	13,720	55,375	30,390	247,505	41,251	82,398	...
1871	3	16	19	886	5,056	312,000	107,856	9,360	15,600	58,540	53,654	224,523	37,420	54,287	...
1872	10	16	26	1,211	7,330	561,000	160,000	16,920	28,200	28,449	31,003	189,790	31,632	...	46,962
1873	16	16	32	2,522	9,351	796,300	209,420	23,889	39,815	69,271	51,500	335,406	55,900	6,382	...
1874	16	19	35	1,602	9,819	786,900	219,040	23,607	39,345	45,009	45,566	287,501	47,917	...	42,408
Total ...	...	...	...	...	...	...	...	...	...	624,036	376,009	2,925,161	...	279,220	...

Add to the above the 6 per cent. which is generally deducted as the current expenses incurred in boiling the liver, preparing the skins, &c., the total value of the seals caught during the last fifteen years may be estimated at about 3,115,296 sp. dol. Exchange at 4½ sp. dol. per £ sterling.

Table II.—TABLE giving a detailed Statement of the Profit and Loss to the Owners of the Vessels belonging to the Southern Districts of Norway engaged in the Seal Fishery for the Years 1872–1874.

Year.	Number of Vessels.	Tonnage.	Number of Crews.	Value of Vessels.	Cost of Equipment and Maintenance.	Total Catch.		Value of Seals.	One-sixth Share to the Crew.	Profit or Loss to Ship Owners.	Loss of Interest at 5 per cent.	Balance.	Diminution of Capital at 3 per cent.	Net Profit or Loss.
						Young Seals.	Old Seals.							
				Sp. dol.	Sp. dol.			Sp. dol.	Sp. dol.	Sp. dol.	Sp. dol.		Sp. dol.	Sp. dol.
1872—														
Steam	10	3,647	571	435,000	83,400	9,555	24,600	119,246	19,874	Profit 15,972	21,750	Loss ... 5,778	13,050	Loss ...18,828
Sailing	16	3,683	640	129,000	76,000	18,894	6,403	70,544	11,758	Loss ...17,814	6,450	Loss ...24,264	3,870	Loss ...28,134
Total	26	7,330	1,211	564,000	160,000	28,449	31,003	189,790	31,632	Loss ... 1,842	28,200	Loss ...30,042	16,920	Loss ...46,962
1873—														
Steam	16	5,707	908	673,500	133,440	59,302	39,466	277,687	46,281	Profit 97,966	33,675	Profit 64,291	20,250	Profit ...44,086
Sailing	16	3,677	614	122,800	75,980	9,969	12,034	57,719	9,619	Loss ...27,880	6,140	Loss ...34,020	3,684	Loss ...37,704
Total	32	9,351	1,522	796,300	209,420	69,271	51,500	335,406	55,900	Profit 70,086	39,815	Profit 30,271	23,934	Profit ... 6,382
1874—														
Steam	16	5,582	883	647,500	132,400	38,642	36,852	241,302	40,217	Profit 68,685	32,375	Profit 36,310	19,425	Profit ...16,885
Sailing	19	4,237	719	139,400	86,640	6,367	8,714	46,199	7,700	Loss ...48,141	6,970	Loss ...55,111	4,182	Loss ...59,293
Total	35	9,819	1,602	786,900	219,040	45,009	45,566	287,501	47,917	Profit 20,544	39,345	Loss ...18,801	23,607	Loss ...42,408

In the triennium of the years 1872–1874, the profit on the steamers will be seen to be sp. dol. 42,143, while that on the sailing vessels show a loss of sp. dol. 125,131.

STOCKHOLM.

Report by Consul Segrave on the Trade and Commerce of the Eastern Coast of Sweden for the Years 1873 *and* 1874.

In Sweden the trade returns are never published to the world in a complete or intelligible form for more than a year after the termination of the period to which they refer. Hence the delay in transmitting this report.

The last report from this consulate brought the returns down to the end of 1872.

It is proposed in the present one to take up the thread of the narrative, and give a general report on Swedish trade for 1873, and such a summary of that for 1874 as may be available at the time.

On studying the tables in the following pages one is struck by the evidence they afford of the amazing vitality of Swedish trade; and the more so, on taking into consideration the scanty population, scattered over a large tract of country, the inertness of the population itself, and the severity of the climate.

On comparing these returns with those of former years, the increasing prosperity of the people at large is proved by the progress of trade without any proportionate increase in the population.

Thus, in the year 1867, a population of 4,195,681 imported goods to the value of 7,454,500*l.*, whilst in the year 1873, the imports reached the sum of 15,080,000*l.*, the population having only increased by 102,291 souls.

In other words, the imports in 1867 amounted to 1*l.* 15*s.* a-head of the population, whilst in 1873 they had reached 3*l.* 10*s.* a-head.

In like manner with the export trade, which in 1867 amounted to 7,136,611*l.*, and which had increased in 1873 to 12,328,000*l.*

The following summary of the import and export trade of the country, for the year 1873, shows an increase over that of the preceding year, of imports 3,059,666*l.*, exports 1,771,611*l.*

Table I.—Summary of the Import and Export Trade of Sweden, for the Year 1873.

Articles.	Value.	
	Imports.	Exports.
	Kronor.	Kronor.
Cattle—Beasts	508,497	9,787,169
Provisions (animal)	17,890,844	6,937,202
Grain and product of	18,468,926	34,020,663
Groceries and colonial goods	45,380,716	127,319
Fruits and vegetables	3,953,287	172,516
Wines, alcohol, &c.	7,953,934	346,290
Materials for spinning, flax, &c.	21,364,281	311,416
Yarn and thread	10,171,829	150,118
Textiles	39,239,466	2,060,345
Animal materials, bones, hides, &c.	15,425,818	914,274
Manufactured ditto	750,750	213,524
Tallow, oil, &c.	8,690,156	1,512,194
Ditto, manufactured	970,460	132,274
Timber, sawn and hewn	958,053	96,192,933
Ditto, worked up	971,211	6,929,228
Colours and dyes	2,766,556	179,337
Other vegetable products	4,903,657	550,995
Paper and paper goods	2,389,397	2,501,527
Vegetable produce, manufactured	143,697	9,372
Mineral ores	21,265,601	991,426
Ditto, manufactured	2,026,176	495,941
Metals, unwrought	8,268,766	51,905,154
Ditto, manufactured	11,372,786	1,860,827
Ships, carriages, and machinery	16,048,179	1,148,471
Coin	8,191,082	2,099,930
Articles not enumerated	1,371,549	343,137
Total	271,439,725	221,903,633
Equal to	15,079,984*l.*	12,327,868*l.*

Table II.—In the following table will be seen the proportions in which the local trade is divided amongst the various States:—

	Value.	
	Imports.	Exports.
	Kronor.	Kronor.
Great Britain	95,011,000	120,915,000
Norway	13,549,000	7,424,000
Finland	5,554,000	3,614,000
Russia	13,436,000	3,497,000
Denmark	37,240,000	21,874,000
North Germany	62,057,000	18,249,000
Netherlands	9,929,000	5,256,000
Belgium	5,905,000	7,363,000
France	9,367,000	19,189,000
Portugal	1,156,000	1,323,000
Spain	1,694,000	1,565,000
United States	7,960,000	6,951,000
Italy	1,187,000	590,000
Brazil	3,419,000	674,000

The balance being divided in insignificant amounts amongst the smaller States.

From the foregoing table it would appear, that the trade between England and Sweden amounted to 5,277,277*l.* for imports, and to 6,717,500*l.* for exports, or a fraction over 42 per cent. of the entire trade of the country. Tables III. and IV. show the principal goods which constitute the trade between England and Sweden, and the money value of the same:—

Table III.—Imports.

Articles.	Value.
	Kronor.
Goldsmiths' wares	2,465,000
Manures, artificial	1,419,533
Hides—	
Raw	1,428,140
Tanned	1,180,790
Iron—	
Pig	1,080,217
Rails	4,946,890
Coffee	9,178,550
Gold coin	4,616,000
Agricultural implements ..	7,527,391
Sugar, raw	1,252,810
Coals	15,458,917
Wool	1,931,565
Textiles—	
Cotton	3,644,227
Woollen	4,888,397
Pork, Salt	2,754,700
Yarn, cotton, dyed and unbleached	3,498,012

The balance being made up by numerous other articles in comparatively insignificant quantities and value.

Table IV.—Exports to England.

Articles.	Value.
	Kronor.
Iron—	
Pig	6,309,948
Bar	16,037,827
Sheet	2,724,150
Blooms	1,630,409
Beasts—cattle	3,313,600
Paper	2,119,932
Butter	2,376,515
Grain—	
Oats	25,244,256
Barley	1,750,837
Wood pulp	1,186,550
Timber—	
Pit props	3,253,051
Bulks and spars over 6 6 inches	5,307,744
„ under „	1,167,697
Boards and planks	40,334,480
Matches	1,824,545

As in the foregoing table articles exported in small quantities or of trifling value are omitted in this table.

The preceding tables show the entire trade of Sweden.

The returns are made out in such a form that there are no means of ascertaining from them the proportion in which the trade of the country is divided, nor the amount centred in this consular district. Nor, indeed, is any information on that head obtainable, unless with an expenditure of time and money utterly beyond the meagre and scanty resources of this consulate.

A proximate calculation may, however, be arrived at from the following figures.

The total amount levied by way of customs dues on the import trade of the country for 1873 amounted to 1,285,226*l.*, of which sum Stockholm paid 509,291*l.*, and the out ports of the district 140,116*l.*, it may thence be assumed that a trifle over half of the trade of Sweden was centered in this consular district.

It would thus appear that the import trade of this country was taxed to the extent of $8\frac{1}{10}$ per cent. ad volorem, but, inasmuch as a large proportion of imported goods is admitted free, it is manifest that the customs dues must fall heavily on the remainder.

Except in a few rare exceptions ad valorem duties are not recognized in this country.

Duties are levied on weight, hence cheap goods may possibly pay a much higher relative duty than comparatively costly ones, which naturally reacts unfavourably on the poorer consumer.

The following Table V. shows the rate of customs dues levied on the principal articles of import:—

NOTE.—100 ore = 1 kronor = 1*s.* $1\frac{5}{8}$*d.* 18 kronor = 1*l.*, according to rate of exchange. The Swedish kann is a fraction over half a gallon English, *i.e.* 100 gallons = 173 kanns. The Swedish skalpund is a fraction less than the English lb., *i.e.* 100 lbs. = $106\frac{3}{4}$ skalpund. Swedish centner = 100 skalpund.

Table V.

Articles.	Quantity.	Average Rate.
		Kr. ore.
Colonial goods (groceries)	Skalpund ..	0 60
Sugars	Centner ..	11 60
Tobacco	Skalpund ..	1 06
Fruits and garden produce	„ ..	0 26
Alcohols and spirits	Kann ..	1 60
Wines, porter, and ales (wood) ..	Skalpund ..	0 08
„ „ (bottle) ..	Kann ..	0 61½
Textiles—		
Silk, dyed	Skalpund ..	0 40
Yarn, cotton and thread	„ ..	0 15
Half silk	„ ..	1 12
Wool	„ ..	0 50
Cottons	„ ..	0 46
Linens	„ ..	0 33
Manufactures of various textile materials	„ ..	0 80
Clothing	..	Same as woven goods with 20 per cent. additional ad valorem.
Bedding	..	
Embroidery	..	
Umbrella materials	..	
Hair, feathers and, hides	Skalpund ..	0 11
Tallow, oil, and tar (raw)	„ ..	0 11
„ (manufactured)..	„ ..	0 25
Cabinet work, materials for.. ..	„ ..	0 07
Furniture	..	As above with 20 per cent. additional.
Colours and dyes	„ ..	0 22
Paper and manufactures of	„ ..	0 15
Books	..	As for paper, with 20 per cent. additional.
Porcelian	„ ..	0 20
Glass and glassware	„ ..	0 13
Metals, manufactured	„ ..	0 18
Carriages, four wheels	Each ..	100 00
„ two wheels	„ ..	20 00
Carts	„ ..	5 00
Fire engines	..	5 per cent. ad val.
Pianos	Each ..	40–60 00
Musical instruments	..	10 per cent. ad val.
Personal effects	..	„ „

The following goods are admitted free: meat, butter, salt fish, corn and flour, potatoes, hops, cotton (raw), wool (raw), hemp, shoddy, oil cake, corks, flax, clover and grass seeds, coals and coke, soda, saltpetre, iron in various forms (raw), old copper, gold (unwrought), gold coin, silver coin, which, with various other articles in small quantities, bring up the goods admitted free to about 37 per cent. of those imported into the country.

In the following Table VI. will be found the average prices at which the goods enumerated were quoted on the Stockholm exchange during the year 1873:—

Table VI.

Articles.	Quantity.	Price.
		Kr. ore
Pitch	Centner	11 00
Cotton	Skalpund	0 60
Rum	Kann	2 45
Norway herrings	Kub fot	5 00
Stockfish	Centner	13 00
Ling and cod	„	6 00
Pork	„	32 00
Yarn, white and unbleached	Skalpund	0 92
Rice	„	0 12
Hemp	Centner	31 00
Hides, imported	„	70 00
„ for export	„	35 00
Hops, imported	„	167 00
„ for export	„	50 00
Iron, pig	„	6 00
„ bar	„	13 00
„ plates	„	14 00
Coffee	Skalpund	0 77
Copper	Centner	70 00
Oil	Skalpund	0 34
Saltpetre, refined	„	0 18
„ raw	„	0 15
Salt	Kub fot	0 16
Sugar, refined	Skalpund	0 28½
Oats, 3 gallons	Kub fot	1 57
Wheat „	„	4 70
Barley „	„	2 67
Rye „	„	3 09
Pease „	„	3 40
Flour, wheat	Centner	15 00
„ rye	„	7 00
Coals	Gallon	0 57
Steel	Centner	30 00
Sulphur	Skalpund	0 09
Tallow	Centner	33 00
Tea	Skalpund	1 40
Tar	Centner	6 00
Tobacco, leaf	Skalpund	0 51
„ stalk	„	0 13
Wool	„	1 50

The foregoing, when referring to imports, represent the prices of goods in bond.

The following tables show the impulse given to local industry by the lowering of the customs tariff, and afford another proof if such were necessary, of the great strides in wealth and comfort made by the people of this country during the last few years.

They also show that heavy protective duties are not, as a general rule, calculated to encourage and foster the staple produce and industry of a country.

The first column shows the period, the second column the rate of duty levied and the third the product of local industry during the period.

Table VII.—Woollen Textile Fabrics.

	Import Duty per skalpund.	Value of Local Production.
	Kr. ore.	Kronor.
1851 to 1855	Forbidden.	8,150,000
1856 1857	2 66	10,901,000
1858 1864 (average) ..	1 50	10,679,000
1865 1866	1 25	10,134,000
1867	1 00	10,730,000
1868	0 75	9,232,000
1869 to 1873	0 75	11,570,000

And the average annual export during the above-mentioned periods was as under:—

	Kronor.
1851 to 1855	20,000
1856 1857	11,000
1858 1864	10,000
1865 1868	192,000
1869 1873	357,000

Table VIII.—Cotton Yarn.

	Rate of Duty per skalpund.	Value of Products.
	Ore.	Kronor.
1862 to 1865	12	6,234,000
1866 1869	8	12,268,000
1870 1873	8	14,074,000

Table IX.—Cotton Textiles.

	Rate of Duty per skalpund.	Value of Products.
	Ore.	Kronor.
1865 to 1866	50	4,940,000
1867 1869	40	5,119,000
1870 1873	40	8,135,000

Table X.—Paper.

	Rate of Duty per skalpund.	Value of Products.
	Ore.	Kronor.
1865 to 1866	12	3,095,000
1867	10	4,066,000
1868 to 1873	8	5,012,000

Table XI.—Sugar.

	Rate of Duty per skalpund.	Value of Products.
	Ore.	Kronor.
1850 to 1857	10	9,236,000
1858 1865	5	12,268,000
1866 1873	4	15,216,000

Table XII.—Implements and Machinery.

	Rate of Duty per skalpund.	Value of Products.
		Kronor.
1855 to 1857, ad valorem ..	5 per cent.	3,474,000
1858 1863	Free	4,854,000
1864 1868	„	7,503,000
1869 1873	„	12,616,000

The winter and summer prices of the chief necessaries of life will be found in the subjoined table :—

	Per.	Winter.			Summer.		
		£	s.	d.	£	s.	d.
House rent	Room	15	0	0	15	0	0
Fuel	Fathom, 2½ = 1 ton	2	5	0	1	15	0
Candles	Swedish lb. ..	0	0	11	0	0	11
Oil	Gallon	0	1	8	0	1	8
Gas	1,000 feet ..	0	7	10	0	7	10
Beef	Swedish skalpund	0	0	8	0	0	6
Mutton	„	0	0	8	0	0	6
Veal	„	0	0	9	0	0	7
Bread	Skalpund ..	0	0	3	0	0	3
Potatoes	Bushel	0	4	6	0	2	2
Cauliflowers	Each	0	2	6	0	0	10
Other vegetables almost unattainable in winter.							
Butter	Skalpund ..	0	1	6	0	1	2
Eggs	Score	0	4	0	0	1	4
Milk	Gallon	0	1	6	0	1	0
Tea	Skalpund ..	0	4	0	0	4	0
Coffee	„ ..	0	1	4	0	1	4
Sugar	„ ..	0	0	6	0	0	6

Shipping.

There has been a considerable decrease in the number and tonnage of vessels trading with this country in 1873 as compared with the previous year, and the decrease is most marked in respect to British vessels.

As, however, the import trade had largely increased, the inference to be drawn from the apparent discrepancy is, that vessels which in

other years were unable to find an outward cargo and consequently arrived in ballast, had then found freight and arrived laden.

The share which British vessels have taken in the carrying trade with this country for the past four years is as follows :—

Year.	Number.	Burden.
	Per Cent.	Per Cent.
1870	12	21·50
1871	12	17
1872	10·50	15·50
1873	9·50	14·60

This decrease may possibly arise from the fact that the shipping employed in the Baltic trade is of a class which is gradually going out of employment in England, and this hypothesis is supported by the fact, that in 1873 of 1,204 steamships, with an aggregate tonnage of 65,835 Swedish nyläster, trading with this country, 197, with a tonnage of 34,784 nyläster, were under the British flag.

The following number of British vessels arrived in Stockholm during the year 1873 :—

Sailing.	Burthen.	Steam.	Burthen.	Total.	Burthen.
	New Laster.		New Laster.		New Laster.
87	6,486	29	3,797	116	10,283

The following shows the number and tonnage of British vessels cleared from Stockholm and the out ports of the district :—

Sail.	Burthen.	Steam.	Burthen.	Total.	Burthen.
	New Laster.		New Laster.		New Laster.
333	26,794	32	4,263	365	31,030

1823 vessels of an aggregate tonnage of 172,100 Swedish nyläster were employed in the carrying trade between this consular district and England, and of these 437 were under the Swedish flag.

Swedish tonnage has somewhat increased during the past four years, though not to any very great extent, principally owing, no doubt, to the great rise in the prices of labour and materials. Indeed, persons who profess themselves to be competent to give an opinion, declare that it is more remunerative to buy English ships than to build them in this country.

At any rate the increase in Swedish shipping has not been sufficient to keep pace with the attraction which the career of a seaman offers to the people, as during 1873 no less than 1906 Swedish masters and 15,476 Swedish seamen were serving under foreign flags.

The following shows the comparative number and burthen of vessels under the Swedish flag during the past four years :—

Year.	Number.	Burthen.
		New Laster.
1870..	1,082	60,081
1871..	1,154	63,452
1872..	1,216	65,533
1873..	1,339	75,863

NOTE.—The Swedish nyläst is equal to 4 tons 13 cwt. 37 lbs. English.

The Baltic bears the unenviable reputation of being one of the most dangerous seas to navigate, and if one is to judge from the number of shipping disasters which annually occur, it fully deserves its character.

Nevertheless, with the exception of fogs which at certain seasons are not unfrequent, there are no other special causes to account for the casualties, or to render navigation more dangerous than elsewhere.

The only means of accounting for the constant casualties lies in the employment of an inferior class of vessels, and, as a natural consequence of an inferior stamp of seamen, to whose ignorance or carelessness most of the accidents can be traced.

The coasts of Sweden and Denmark are perfectly lighted, the currents always flow in certain directions, and their courses and force are, or ought to be, well known, and vessels can rarely be far from a safe and secure harbour.

During 1873 116 casualties occurred to vessels trading in the Baltic within this consular jurisdiction, of which five occurred to British steamships and fifteen to British sailing vessels. A large proportion of the casualties were strandings, and occurred during moderate weather, thus enabling the vessels to be ultimately saved, though at considerable cost to owners and underwriters.

Hence a business in salvage has arisen which has attained quite important dimensions, so much so, indeed, that it is supposed to be more than one company can manage, and it is now proposed to form an English company to compete with the local association.

POPULATION AND INDUSTRY.

The subjoined statistics of the population of Sweden may prove interesting.

In 1873 the total population of Sweden was computed to be 4,297,972, showing an average annual increase at the rate of about 0·32 per cent. At the same time the population of Stockholm was 147,249, or 3·43 per cent. of that of the entire kingdom.

Births in 1873.—In the whole of Sweden 131,643, of which 67,430 = 51·22 per cent. were male, and 64,213 = 48·78 per cent. were female.

In the whole of Sweden 14,484 births = 11 per cent. were illegitimate. In Stockholm 1807 births = 38·15 per cent. were illegitimate.

Deaths in 1873—In the whole of Sweden 73,525, or at the rate of 17·11 per 1,000. In Stockholm 5,228, or at the rate of 35·5 per thousand.

It thus appears that the deaths in Stockholm exceeded the births by 491, and this in a year when there were no exceptional causes to account for such a result.

Yet, nevertheless, the population of the city constantly increases

being kept up by large immigration from the country and from foreign states, principally North Germany and Denmark.

The emigration returns show that 13,580 souls emigrated from Sweden in 1873, of which number 563 were natives of Stockholm. There was however on the other hand a large reflux, of which no reliable statistics are available.

Manufacturing and mining operations have made considerable progress in Sweden during the past years. It is doubtful, however, whether any larger or more important extension can be anticipated.

This is no doubt in a great measure the result of the enormous advance in the prices of labour and raw materials, and partly perhaps to the inherent apathy and inertness of the Swedish working man.

But, indeed, this country now maintains quite as much manufacturing and mineral industry as its sparse population will admit of, and with employers now, the main difficulty is not so much in getting orders as in getting orders executed.

This is proved by the large importations of manufactured goods, machinery, agricultural implements, &c., &c., from foreign countries, though numerous works for the manufactory of such goods exist in Sweden.

It is not possible to give any general average of the rate of wages in this consular district, so largely do they vary in form and amount.

In the northern provinces of the kingdom, in consequence of the short duration of the summer, the rate is comparatively high, going up to two and even three kronor a day.

In the more southern provinces again, peasants are in many cases obliged, by the terms of their tenancy, to give labour in lieu of a money rent.

In the neighbourhood of Stockholm labourers can earn 2 kronor a day during the six months during which out-door agricultural labour is practicable.

Skilled labour fetches a high price in Sweden. Where an Englishman can earn a shilling by hard work, a Swede can earn a kronor and not overexert himself. Thus it may be said that two average English working men will do more in a day's work than three Swedes.

Yet the rates of wages suit nobody. The employer complains and, it must be admitted, with some show of reason, of the small return he gets for his outlay from his lazy, intemperate workman, over whom, in consequence of the great demand for skilled labour, he has little or no control.

The mechanic, on the other hand, in consequence of the exorbitant prices of house rent, fuel, clothing, and indeed of most of the necessaries of life, finds himself worse off than an Englishman on a lower rate of wages.

The following number of men were employed in the mines and mineral works in this district in 1873.

	Number of Men.
At mines	7,038
At iron works	14,766
Other mineral works	4,155
Total	25,959

The following table shows the mining produce raised in the kingdom in 1873:—

Articles.		Quantity.
Iron, rock ore	Centner	19,458,338
„ bog ore	„	126,146
„ pig	„	7,987,646
„ cast goods	„	481,350
„ bar	„	4,125,915
Manufactured steel	„	1,290,907
Gold	Lbs.	14
Silver	Centner	16½
Nickel	„	26,152
Brass	„	5,374
Copper	„	5,258
Castings (not iron)	„	1,086
Lead	„	572
Zinc ore	„	645,631
Manganese	„	7,190
Brimstone	„	8,291
Red ochre	„	31,354
Alum	Tunnor	4,040
Black lead	Centner	1,552
Marble	Value	19,463 kr.
Coals	Cubic foot	2,406,486

The total number of mines and their product in this district, was as under:—

		Quantity.
Iron mines	Number	932
Produce	Centner	19,450,687
Blast furnaces	Number	205
Days in work	„	41,959
Pig iron	Centner	7,836,783
Cast iron	„	138,376

From which it appears, that, with a trifling and insignificant exception, the whole of the iron mines of Sweden were situated within this district.

Public Works.

Railway works are in progress and lines projected in every direction, and apparently with a precipitation which the actual condition of the country in no way justifies.

The foundation of the wealth of this country is to be found in her forests.

Destroy the forests and the whole local industry collapses. The very existence of the nation depends more or less upon them, for with the forests will disappear the moisture and consequent fertility of the land and to a great extent the motive power which is here so essential in manufacturing operations.

Destroy the forests, and wood-fuel, which has already doubled in price within the last decade, will become quite unattainable by the poorer classes. But of all the enemies of the forest none is so deadly and destructive as the railway.

It has been calculated that a population of 100,000, using a railway, are more destructive of growing timber, than a population of 1,000,000 under the old condition of things.

What wonder then, that the forests are fast disappearing, but what is a marvel is that but little restriction is placed on their destruction, and that there is no law rendering replanting compulsory.

The country is studded with vast tracts of waste land where formerly forests flourished, and which are still admirably adapted for growing timber, but which are unfortunately, with a deplorable want of foresight, allowed to lie waste, useless in themselves and destructive to the neighbouring cultivators.

The population of Sweden does not increase very fast, but if a tsringent forest law is not passed and enforced, within fifty years the country will not be able to support a much diminished population.

In 1870 the total mileage of Swedish railways amounted to 1,082. In 1873 the mileage had increased to 1,574, and during the past year there has been a large proportionate increase.

The average cost of Swedish railways per mile English, is ..	3,880*l.*
Passengers carried in 1873	4,033,237
Merchandise	2,943,318 tons.
Gross receipts were	986,481*l.*
Gross expenditure	512,583*l.*
Net revenue	473,898*l.*

The figures in the foregoing paper are taking from official reports addressed to the king.

Trade of Sweden in 1874.

Only very scanty materials are available from which an idea may be formed of the trade of Sweden for the past year. Complete returns are not yet obtainable, but it appears that on the principal articles which constitute the import trade there was an increase over the preceding year of 39,678,540 kronor, or 2,204,363*l.*; on the other hand, however, the exports decreased by 4,858,000 kronor, or about 270,000*l.*

On the whole, the balance against this country on last year's trading amounts to 4,500,000*l.*; or, in other words, about 18 kronor a head of the entire population.

For a country like Sweden, this is a serious debt. The resources of the country, however, are great, and the elasticity of trade enormous; and if blessed with a fair average harvest, there is no doubt that it will not seriously affect the prosperity of the country.

It must not be lost sight of that a comparatively short harvest last year cost the people, directly and indirectly, over 6,000,000 kronor, in increasing the importations of barley and rye and diminishing the export of oats.

The trade of Stockholm during the past year shows a large increase on tho preceding one.

The principal imports for 1874 exceeded those for 1873 by 547,548*l.*, and the exports those of the previous year by 59,352*l.*

The excess of imports over exports amounts, however, to over 4,000,000*l.*, showing that, though all the large towns of Sweden have water communication to their very doors, Stockholm is still the principal port of entry for the kingdom.

The customs receipts of Sweden in 1874 amounted to 29,436,386 kronor, the largest amount ever hitherto realized. The budget estimate was 16,500,000 kronor; there was thus a surplus of nearly 13,000,000 kronor.

The customs receipts of Stockholm amounted to 13,500,000 kronor, or nearly equivalent to the sum realized some ten years back from the

entire kingdom. Last year's receipts in Stockholm exceeded those of 1873 by about 4,500,000 kronor.

State Bank.

The specie held by the Bank of Sweden on 30th January, 1875, amounted to 29,484,878 kronor. Of this sum, 27,145,370 kronor was in the actual possession of the bank, and the balance deposited in various banks and in mercantile houses abroad.

The stock of bank notes at the same time amounted to 55,902,750 kronor, whereof 38,288,800 kronor were in circulation, and the balance held by the bank, including bonds payable at sight. The issuing power has not been fully exercised; the unemployed surplus under this head was 3,582,128 kronor.

The stock of bills payable abroad was 9,950,780 kronor.

On comparing the foregoing statement with that issued on the 31st January, 1874, there appears a decrease in specie held to the amount of 11,847,896 kronor; also a decrease in the reserve of unissued bank notes to the amount of 6,000,000 kronor. The great decrease in specie is accounted for by the diminished export of local produce, and the consequent large withdrawals to meet payments due on largely-increased imports.

Shipping.

The following shows the number and tonnage of British vessels entered and cleared at Stockholm during the past year:—

Entered.

Steam.	Tons.	Crews.	Sail.	Tons.	Crews.
38	19,087	707	161	42,058	1,330

Cleared.

Steam.	Tons.	Crews.	Sail.	Tons.	Crews.
38	19,087	707	158	41,309	1,301

Total.

Vessels.	Tonnage.	Crews.
199	61,145	2,008

Being the largest number of British vessels that ever entered Stockholm in a year, and an increase over the shipping of 1873 of 82 vessels, 24,273 tons, and 859 hands.

In 1874 the following number of casualties occurred to British vessels within the consular districts:—

To steam ships	6
Sailing vessels	27
Total	33

None of these casualties resulted in the loss of human life.

Agriculture.

The harvest for 1874 is returned as having been below the average, the shortest, in fact, for the last five years.

The following shows approximately the amount of local produce:—

	Millions of Quarters.
Wheat	½
Rye	2½
Barley	1½
Oats	3¾
Potatoes	6½

The result of the harvest is apparent in the fact that Sweden imported in 1874 in excess over 1873 to the following value:—

	Kronor.
Rye	4,000,000
Barley	500,000

And in the same period the export of oats decreased by 750,000 kronor in value.

Population.

In Sweden the census is decennial. The last was held in 1870.

There are two modes by which an estimate is formed of the actual population of the country:—1st, by computation of the average increase; and 2ndly, by what are termed "mantals-längder," which are in reality census papers. It will be perceived that considerable discrepancy exists between the results of the two methods.

In a former part of this paper it was noted that the population of Stockholm for 1873 was computed by the first method to amount to 147,249, whereas the mantals-längder made it out to be only 139,896.

The mantals-längder return the population for the past year at 141,251. During the year there were 3,971 births, of which 2,778 were legitimate, and 1,193 illegitimate; 1,375 marriages; and 5,283 deaths, or a fraction over 37 per mil. During the same year it will be perceived that the deaths exceeded the births by 1,312, and that nevertheless the population increased by 1,355 souls.

The high rate of mortality is attempted to be accounted for by the alleged undue proportion of deaths amongst young children. There may possibly be some foundation for such an hypothesis, considering the relations of the sexes, and that during the past year 30 per cent. of the births in Stockholm were illegitimate.

The Swedish law imposes a tax of 100 kronor on the agents of foreign mercantile firms who may travel in the kingdom for the purpose of taking orders for their employers. They are also obliged to present themselves to the authorities in the different towns in which they may attempt to carry on their business. Failing to comply with the law, they are liable to a fine of 500 kronor in addition to the tax, the poor receiving half the fine.

As most foreigners appear to be in utter ignorance of this law, which is not in force in Norway, it is as well that it may be made publicly known in the interest of the numerous class whom it affects.

Precis of Report from Vice-Consuls in the Districts of the Eastern Coast of Sweden.

NORRKÖPING.

Mr. Acting Vice-Consul Petersen reports—

The past year may be looked upon as one of the most prosperous for this town, as for the whole province of Ostrogothen.

Scarcely any of the various industries have been able to satisfy the increased demand for manufactured goods, and the general prosperity of the country has been shown in the demand for superior and dearer productions. This has been peculiarly the case with reference to woollen, cotton, and linen manufactures.

The population has also increased, and with it the greatest difficulty for the poorer classes to find dwellings.

The foreign shipping exceeded that of the previous year by 33 entered and 59 cleared.

The principal import is coal and raw materials for the factories, as wool, cotton, dyes, &c., &c. Wool and cotton are undoubtedly the most important as affecting English trade, the principal purchases being made in London and Liverpool.

In consequence of the high price of coals a year or two since, and the undue destruction of the forests, establishments for manufacture of peat fuel have been founded in the neighbourhood.

Exports.—The principal are timber, iron, and oats. With regard to the former, in consequence of the high price at the commencement of the year, an unusually large quantity had been felled. The price, however, was much reduced, and at the end of the season a very large stock remained on hand.

Iron.—The price of charcoal has followed the fall in the value of iron by about 30 per cent.

Oats.—The crop having been a short one last year, the export during the coming season must be much diminished. The customs revenue for 1874 exceeded that for 1873 by 190,000 kronor.

The Norrköpings Mekainska Werkstad commenced operations during the past year and is now manufacturing railway material, the bulk of which had hitherto been imported.

During 1874 the great South State Railway has been completed, putting Norrköping in communication with the south of Sweden.

Besides this several new railways have been completed traversing the province of Ostrogothen.

In 1874 there arrived 296 foreign vessels, of 15,340 nylaster burthen; of these 118 were British. And in the same period there cleared 331 foreign vessels, 118 of which were likewise British.

The import trade for the three last years was of the following value:—

	Kronor.
1872	7,735,946
1873	9,235,404
1874	14,039,069

The exports for the same period were as under:—

	Kronor.
1872	1,732,693
1873	1,968,568
1874	2,077,410

Hernosand.

Mr. Vice-Consul Sundelin reports—

The harvest though good has been insufficient for the support of the population. The deficiency was made good by importation from Russia, and other parts of Sweden.

The principal industry of the district is centered in the iron works, glass manufactory, sail and compass makers.

The number of steam saw mills is 25, and two more are in construction. Two of them are the property of Englishmen.

Five vessels have been launched during the year.

The importation is inconsiderable. The principal articles are corn, horses, salt pork, and meal from Russia; woollen and cotton goods from Germany, coals from England, and salt from the Mediterranean. The other requirements of the district are supplied from larger towns in Sweden.

The exports consist almost entirely of timber to the value of 20,580*l.* the greater part of which goes to England, France, and Denmark.

28 British vessels arrived during the past year.

Gefle.

Mr. Vice-Consul Kökeritz reports—

British vessels arrived, 100.

Imports.—Coals, coke, railway material, cotton, pork, flour, salt, starch: value 80,209*l.*

Exports.—Bar iron, steel, pig iron, deals: value 197,205.

Soderham.

Mr. Vice-Consul Sundh reports—

British vessels arrived, 98.

Exports.—Timber, 1,961,682 cubic feet; iron, 3,000 tons.

Sundsvall.

Mr. Vice-Consul Bredenberg reports—

British vessels arrived, 85.

Imports.—Coke, herrings, flour, codfish: value 8,690.

Exports.—Timber and deals: value 79,674.

Calmar.

Mr. Vice-Consul Soderbergh reports—

British vessels entered, 20. Cleared to British ports (all flags) 73.

Hudiksvall.

Mr. Vice-Consul Frost reports—

Entered, British vessels, 17.

Imports.—Coals, coke, clay, pig iron: value 3,195*l.*

Cleared to British ports (all flags) 113.

Exports.—Timber, deals, and iron: value 206,107*l.*

The Vice-Consuls at Gotland, Oland, and Westervik, have furnished no reports.

Stockholm, April 6, 1875.

TRIPOLI.

Report by Consul-General Drummond-Hay on the Trade and Commerce of Tripoli, for the Year 1874.

Commerce generally at this place during the past year shows a considerable increase, in every respect, as compared with 1873.

As will be seen from the following table the amount of tonnage in British shipping was about three times as much in 1874 as in 1873, this vast increase being due entirely to the rapidly increasing trade, with the United Kingdom, in esparto, to which I have called attention in previous reports, and which would attain a still more rapid development if the trade were properly fostered by the local government.

It would be difficult to over estimate the benefits of this trade to the entire population of the regency, and it is greatly to be regretted that the authorities, under the administration of the late governor-general, showed themselves so indifferent to its development, and so remiss in providing accommodation for its increasing wants. Great inconvenience is experienced by shippers, owing to the very imperfect and limited extent of wharfs or piers for loading the grass, the Government neither constructing piers themselves, nor allowing private individuals or companies to do so; and thus this very beneficial trade has hitherto been left to struggle on under great disadvantages and difficulties. Although during the last three years, in addition to other taxes and duties, as much as 1,000*l.* has been levied on this article of trade, for the express purpose of providing suitable wharfs and accommodation for its shipment, only one small wooden landing stage exists at the present moment, the construction of which could not have cost so much as 200*l.* I have great hopes that under the more enlightened administration of the present governor-general, commerce in general will be facilitated and encouraged. If the local government not desiring to construct piers, or improve the harbour at its own cost, would grant suitable concessions, private individuals or companies would, there is no doubt, soon be found to do the work, and with suitable facilities for shipping esparto, and some improvement of the harbour, there is every reason to hope that the trade in this article alone would prove the commencement of a new era of prosperity for the country.

RETURN of British and Foreign Shipping at Tripoli during the Year 1874.

Nationality.	Entered.		Cleared.	
	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.
British	79	38,124	81	39,550
Ottoman	706	23,536	690	23,063
Italian	76	12,678	74	11,487
Austrian	19	2,132	19	2,132
Greek	11	1,008	10	816
Jerusalem Flag	3	60	3	60
Total	894	77,538	877	77,108

IMPORTS.

The total value of goods imported in 1873 amounted to 113,500*l.*, whilst in 1874 it reached, as will be seen from the following table, the sum of 157,200*l.*, showing an increase of about 38½ per cent., this remarkable increase being due, in great measure, to the opening of a new market at Wadai, in the interior, and to a greater demand in the interior of Africa generally for manufactured goods.

VALUE of Imports during the Year 1874.

	£
British cloth manufactures	60,000
Foreign „ „	12,000
Colonial produce	9,000
Tobacco	11,000
Brass	3,000
Iron	1,500
Spirits and wine	8,000
Planks and other timber	3,500
Combustibles	2,200
Beans	500
Rice	6,000
Provisions	10,000
Wool	4,500
Baracan	12,000
Hides	1,000
Sundries	13,000
Total	157,200

EXPORTS.

Whilst the value of exports in 1873 was only 391,300, it will be seen from the following table that in 1874 it reached 506,200*l.*, showing an increase of nearly 30 per cent. This increase appears chiefly on ostrich feathers and ivory; but whilst the regency of Tripoli derives comparatively small benefit from these articles, being the produce of the interior of Africa as distinguished from that of the province, the the entire value of the esparto goes to enrich the general population of the town and surrounding country.

VALUE of Exports during the Year 1874.

	£
Butter	18,000
Madder root	2,000
Dates	1,000
Soap	2,500
Mats	4,000
Woollen manufactures	5,000
Ostrich feathers	115,000
Ivory	50,000
Natron	1,000
Salt	30,000
Esparto	91,000
Wheat	87,500
Barley	30,000
Oil	2,000
Rags	1,000
Carpets	4,200
Sponges	500
Gold	50,000
Wax	500
Oranges	1,000
Sundries	10,000
Total	506,200

AGRICULTURE.

The crops of cereals in 1874, yielded a fair average, and the timely rains during and after the last ploughing season give promise of good crops for the ensuing year.

There was a plentiful crop of oil.

PUBLIC WORKS.

The projects for the renewal of telegraphic communication with Malta, and for the improvement of the harbour, mentioned in my report for 1873, have not yet been carried out, nor has the work been commenced. It is said, however, that a telegraph cable will be laid in the spring between this point and Malta.

Tripoli, December 30, 1874.

TUNIS.

SUSA.

Report by Vice-Consul Dupuis on the Trade and Commerce of Susa for the Year 1874.

HAVING dwelt at some length in my previous reports upon these provinces, I shall this year but briefly sum up the results of the past year, taking special notice of British trade and navigation.

These results are on the whole very favourable; 50,396*l.*, the value of imports, and 292,309*l.*, that of exports, show an increase of 28,962*l.* in the value of the former, and of 33,799*l.*, in the latter, over the results obtained in 1873 which were respectively 21,434*l.* and 258,510*l.* In these results, however, it will be seen that British import and export trade takes no proportionate increase—rather the contrary is the case. The total value of her imports only amount to 12,970*l.*, and that of her exports to 53,841*l.*, whereas in 1873 they figure at 14,110*l.*, and 67,434*l.*, respectively, a diminution of 1,140*l.* in the one, and of 13,693*l.* in the other. Serious, as at first sight this decrease may appear, it is more apparent than real when causes are taken into consideration. 1stly. The recent measure of the Government, disqualifying uncertificated masters to command British vessels above 50 tons burden, has had the effect here, where in many cases masters are at the same time owners or part owners of the vessels they navigate, to induce them, when not certificated men, to seek for immunity under the Jerusalem flag. 2ndly. Owing to the overstocking of the British market, and consequent smaller demand for esparto grass, less has been shipped this year to England. The returns only show 3,741 tons, against 5,957 of the previous year, as having been sent direct to the United Kingdom.

Oil.—160,867 metals, or 3,656 tons, of olive oil left this port for Europe, being 200 tons more than was exported in 1873. Of this quantity 317 tons went to Great Britain, the rest to Italy and France, some also was sent to Russian ports in Greek bottoms.

Barley.—Several shipments of barley were made direct to the United Kingdom but more was expedited to Malta. There were also several effected to Dunkirk and Antwerp in British bottoms.

Wheat.—34,700 imperial quarters is the total amount of wheat exported during the year just expired, of which 2,705 imperial quarters went to Malta, the rest to Italy.

An unprecedented number of small Italian vessels whose aggregate tonnage amounted to 18,869 tons visited this port last year mostly engaged in the corn trade.

The following tables furnished by the Consular Agents at Monastir, Mehdia, and Sfax, will show the value of imports and exports at those ports.

MONASTIR.

IMPORTS.

	£
From Malta	6,900
Italy	600
France	..
Total	7,500

EXPORTS.

	£
To Great Britain	62,500
Italy	27,000
France	25,600
Greece	6,150
Total	121,250

MEHDIA.

IMPORTS.

	£
From Malta	1,675
Italy	509
Total	2,184

EXPORTS.

	£
To Great Britain	48,636
France	8,205
Italy	12,721
Austria	2,642
Belgium	2,800
Total	75,004

SFAX.

IMPORTS.

	£
From Great Britain	57,600
France	1,300
Italian	2,972
Ottoman	7,370
Total	69,242

EXPORTS.

	£
To Great Britain	79,950
France	9,340
Italian	16,417
Ottoman	7,635
Greek	6,062
Austrian	4,000
Total	123,404

Therefore, for port of—

	Imports.	Exports.
	£	£
Susa	50,396	292,309
Monastier	7,500	121,250
Mehdia	2,184	75,004
Sfax	69,242	123,404
Total	129,322	611,967

Being total value of imports and exports for this coast during 1874. The results obtained in 1873 standing at 77,959*l.* and 478,324*l.*

Navigation.

The opening there was for steam navigation, to which I alluded in my last year's report, has induced the Rubattino Steam Company of Genoa to place a small vessel on this coast to ply between Tunis and Sfax, touching at intermediate ports. Brief as has been as yet the trial and in spite of winter months results are reported satisfactory. This may lead the company to place another boat and extend the line to Gerba and Malta.

Agriculture.

It is to be regretted that the agricultural prospects for 1875 are not as good as could be desired, very little rain having fallen on this coast. Should the present provokingly fine weather, which at this season is bad for the prospects of the ensuing harvest, continue, the grain sown in the fall of last year will be nearly all lost.

Susa, February, 1875.

Return of Chief Imports at Susa in 1874.

Articles.	Weights and Measures.	From Great Britain (Malta).		From France.		From Italy.		Total Value.
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	
			£		£		£	£
Cotton manufactured goods	Bales ..	149	10,000	..	..	..	..	10,000
Sugar	Cwts. ..	2,400	3,000	..	..	..	..	3,000
Spirits	Gallons ..	730	1,211	..	..	..	..	1,211
Wines	Barrels ..	..	..	3	16	740	900	916
Rice	Cwts. ..	101	90	..	..	..	..	90
Petroleum	Boxes ..	666	500	..	..	..	..	500
Hardware	,, ..	..	97	..	..	..	..	97
Deals	Dozen ..	229	315	1 shed	600	..	..	915
Earthenware	Crates ..	..	..	..	73	195	..	195
Donkeys and mules	..	..	..	..	..	793	1,200	1,200
Dried fruits	Cwts. ..	..	..	..	..	71	107	107
Stone	..	..	71	..	..	..	400	476
Bricks	..	..	..	..	..	..	107	107
Coffee	..	399	2,964	..	..	..	..	2,964
Iron	..	210	191	{ Steam engine }	3,700	..	..	3,891
Stuffs	..	..	400	..	..	..	..	400
Sundries	..	..	..	..	..	..	..	..

Return of Chief Exports at Susa in 1874.

Articles.	Weights and Measures.	To Great Britain.		To France.		To Italy.		To Russia.		Total Value.
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	
			£		£		£		£	£
Oil	Tuns	317	15,907	473	14,224	2,750	91,855	116	8,736	130,722
Esparto	„	3,721	17,991	519	2,876	700	3,380	..	..	24,247
Soap	Cwt.	..	..	18	557	7	200	..	..	757
Wool	„	..	..	405	880	..	..	..	..	880
Wheat	Imp. quarters.	2,705	7,770	..	..	31,995	95,614	..	..	103,384
Barley	„ „	7,000	7,967	5,914	6,790	200	227	..	..	14,984
Hides	Cwt.	..	..	87	300	20	79	..	..	379

TURKEY.

JERUSALEM.

Report by Consul Moore on the Trade and Commerce of Jerusalem for the Year 1874.

A REPORT on the trade and commerce of Jerusalem for the year 1874, would be little else than a repetition of my reports on the same subject for preceding years. I propose, therefore, to confine myself to noting the few changes which have taken place during the past twelvemonth.

In imports from the United Kingdom, there has been an increase in the value of woollen goods, hardware, and colonials of about 3,000*l.*

The exports from Jerusalem, are rosaries, articles in olive wood, and mother-of-pearl, crosses, images, &c., manufactured at Jerusalem and Bethlehem, and sent to Europe mostly to France, Spain, and Russia, value 5,000*l.*, soap manufactured at Jerusalem is sent to Egpyt, value 6,000*l.*

A boon has been conferred on trade and commerce by the abolition of the Kara Gümrük or inland custom-house, with its internal duties, and the delays and disputes it occasioned to merchants in addition to those already undergone at the seaport custom-house. This measure has been, I believe, a general one throughout the empire. Another boon would be the establishment of an agricultural bank to relieve the peasantry from the present ruinous rate of interest exacted of them by speculators and money lenders.

During the early part of the year, a severe murrain broke out amongst the horned cattle, which is estimated to have destroyed more than half the cattle of the district, followed by an epidemic fever, which carried off large numbers of the peasantry. For some time past, both the cattle disease and the fever have been happily at an end.

The yield of the crops was an average one.

Jerusalem, February, 1875.

SCUTARI.

Report by Consul Raby on the Trade and Commerce of Scutari for the Year 1874.

Statistics, on which a full report on the trade of this district could be based with some degree of certitude, not being procurable at so early a period in the year, it is difficult to give with any exactitude even the general results of trade and commerce during the year 1874, which, however, judging by the opinion unanimously expressed by the local merchants, may be said to have been an extremely dull one.

The complete absence of roads has been felt more even than formerly, owing to communication between other places, which formerly depended on this for their supplies, and Salonica being opened by means of the railway which is now finished from that place to Metrovitza, thus leaving Scutari more isolated than formerly.

In consequence of the disturbances which took place at Podgoritza in the month of October, all commercial operations between this province and the neighbouring principality of Montenegro were suspended, and this, added to the fact that the inundations of the rivers Boyana and Drin, although events of yearly occurrence, were far more serious than usual, owing to the very great quantity of rain which fell during the latter part of the autumn, had a very unfavourable effect on business towards the close of the year.

Fortunately, however, the crops almost without exception were abundant, making up fully for the very general failure in the preceding year.

Exports.

Maize, Wheat, and Barley.—In consequence of the good harvest the prices of maize and wheat fell about 60 per cent. below those which had ruled in 1873, and barley showed a decrease of about 50 per cent.

The exportation was, however, limited, owing to the scarcity which had prevailed during the previous year totally exhausting the stocks, and also to the unwillingness of the growers to sell until they could judge of the prospect of the crop for 1875.

Olive oil.—A good crop of olives brought the prices down to about 30 per cent. below those of the preceding year.

Linseed.—A very poor crop caused prices to keep about the same as in 1873.

Shumac.—Abundant, at about the same price as in 1873. Considerable quantities were also brought here from Montenegro for exportation.

Skins—Sheep, Lamb, Goat, and Kid.—A large supply at prices somewhat lower than in 1873. The quantity exported was about the same as in that year.

Wool.—The supply of both sheep's and lamb's wool was less than in the preceding year. The exportation was very limited, at prices about 10 per cent. higher than in 1873.

IMPORTS.

Manufactures of merchants' goods, such as cotton twist, prints, T-cloths, which are brought here from Trieste, there being no direct trade between this place and England, about the same quantity as in the preceding year was imported with little variation in price.

Woollen stuffs.—The importation of coarse cloths from Venice, which is generally used for the native Albanian dress, was less than 1873.

Coffee and Sugar.—About the same quantity of these articles was imported as in the preceding year.

Rice.—The quantity imported was about the same as in 1873.

The total values of imports and exports are generally supposed to have been about equal with those of the preceding year, or perhaps a little less, but until statistics can be obtained, which will not be until a later period in the year, it is not possible to speak with any degree of precision.

Scutari, March 9, 1875.

TREBIZOND.

Report by Vice-Consul Biliotti on the Trade and Commerce of Trebizond for the Year 1874.

While the merchants of this place complain of an important decrease in the local trade, especially within the last six months, the returns obtained at the custom-house and steam agencies show a great augment in the commercial movement of 1874 as compared to that of the preceding year. However contradictory these two facts may appear to be at first glance, viewed under a certain light they can be reconciled, as I shall explain when I speak of the different causes which have affected, favourably or otherwise, the articles of exportation or importation respectively.

Exports.

Box Wood.—The trade in this article, which had already decreased in 1873, has been quite insignificant in 1874, 4,000 cwts. only having been shipped, against 25,000 or 30,000 cwts. in previous years. The cause of this decrease is assigned to the manner of levying the forest dues of 20 per cent. which have been lately enforced in this province. Instead of taxing this wood, in conformity with the regulations, in the forest where it costs 4 pias. per cwt., the dues are exacted on the seashore where it is worth 20 pias., the transport being no less than 16 pias. per cwt. The real amount levied is, therefore, 100 per cent. instead of 20—a surplus absorbing the meagre profits which the merchants may hope to realize from this article. The present mode of levying the forest dues amounts in its consequences to a measure of prohibition.

Tobacco has found this year in Trieste a new market of consumption. However, the total quantities exported from Trebizond have been one-third less than those of the preceding year, which was that of the largest shipments since the growing of this narcotic in this province. Its exportation to Great Britain has been smaller than usual. The fiscal measures adopted by the Porte have, it would seem, affected the commercial operations in this article during the year.

Tiftick, or *Fillik*, is the name given in this part of Anatolia to goats' hair or mohair, which, although not so fine as that of Angora and Castambol, is still a rich branch of trade. The goats yielding the tiftick sent through this port are reared by wandering tribes in the vicinity of Van, and farther south-west so far as Diarbekir. The quantity of tiftick exported amounts from 4,000 to 5,000 bales annually, one-half of which are purchased by a British firm of Constantinople for direct exportation to Great Britain, to which country the remainder finds also its way through other channels. The exportation has been this year 5,756 bales, owing to part of the yield of 1873 having been shipped at the beginning of the present year.

Indian Corn being used to a great extent by the poorer classes of the inhabitants as a substitute for wheat, the quantities grown in the vicinity of this town are not sufficient for the wants of the population, and from 10,000 to 15,000 quarters have to be imported yearly from other parts of the coast for local consumption. Owing to the high

prices fetched in Europe, more than usual has been carried here for shipment by steamers, but the greater part of the quantity embarked has been imported from Russia.

Wheat.—The total quantities exported have exceeded by 9,000 quarters only those of the preceding year, although there was in the inland provinces a large stock available. Nearly one-half the quantity was shipped for the famine-stricken districts of Anatolia; the other half was sent to Europe within the six first months of the year, when high prices were commanded there. A London firm had contracted with a French commission agent of Paris for 15,000 tons of wheat to be consigned at Trebizond, but the speculation turned out a complete failure, 600 tons only having been obtained instead of the quantity agreed upon. In consequence of the mismanagement, not to use a stronger expression, of the French contractor, the British firm lost part of the important advances made to him, and the native merchants, who in order to secure the quantities agreed upon had paid higher prices than usual, were left with quantities of grain on their hands of which they could dispose only at reduced prices. This circumstance is the more to be regretted, that wheat might have been an important branch of trade with Europe in cases of demand there, and the unfortunate result obtained on the first trial of exportation may deter European merchants from undertaking similar speculations in this quarter, while the diffidence which has been created amongst natives may thwart transactions with foreigners at future times.

The following returns give the commercial movement at Trebizond, by steamers, of exports, the respective produces of Turkey and Persia, and the different countries to which they have been sent by direct or indirect channels:—

Exportations by Steamers from the Port of Trebizond.

From Turkey.

Articles.	Nature and Weight of Packages.	Market Prices.	To Turkey.		To Great Britain.		To France.		To Russia and Greece.		To Austria and Germany.		Totals.	
			Quantity.	Values.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		£ s. d.		£		£		£		£		£		£
Beans	Sacks, 2 cwt. ...	0 17 6	11,469	10,035	...	...	11,903	10,415	...	...	4,123	3,608	27,495	24,058
Boxwood	Cwt.	0 3 0	...	...	4,071	600	...	...	...	...	...	...	4,071	610
Butter	Casks, 1 cwt. ...	4 0 0	770	3,080	...	...	...	...	...	...	...	...	770	3,080
Copper ore	Cwt.	3 0 0	...	...	718	2,154	...	...	...	...	...	...	718	2,154
Fruit and provisions	,, ...	0 16 0	9,301	8,240	...	...	...	...	1,500	1,200	...	...	10,801	9,440
Guts	Barrels, 1,000 ...	7 0 0	...	...	...	...	...	...	...	...	363	2,541	363	2,541
Galls, gums, &c.	Sacks, 1 cwt. ...	4 0 0	...	...	296	1,184	150	600	...	...	...	...	446	1,784
Grebe feathers	C. 400 pieces ...	63 0 0	...	...	52	3,276	...	...	...	...	...	...	52	3,276
Hides	Bales, 12 pieces ...	6 0 0	...	...	...	...	2,310	13,860	667	4,002	...	...	2,977	17,862
Indian corn	Sacks, ¼ quarter...	0 12 0	7,924	4,754	16,660	9,996	6,013	3,607	...	...	5,422	3,253	36,019	21,610
Linen stuffs and nets	,, ,, ...	10 0 0	1,107	11,070	...	...	...	...	...	...	...	...	1,107	11,070
Nuts and walnuts	Sacks, 2 cwt. ...	1 10 0	15,030	22,545	...	...	...	...	448	672	...	...	15,478	23,217
Skins (goats')	Bales, 60 pieces ...	6 0 0	...	...	...	...	2,000	12,000	1,292	7,752	...	...	3,292	19,752
Sundries...	,, ,, ...	4 0 0	14,453	57,812	159	636	344	1,376	1,566	6,264	332	1,328	16,854	67,416
Tiftick and fillik	Bales, 1 cwt. ...	12 0 0	...	...	5,756	69,072	...	...	...	...	...	...	5,756	69,072
Tobacco	,, ...	4 0 0	2,461	9,844	700	2,800	2,017	8,068	580	2,320	2,203	8,812	7,861	31,844
Walnut wood (Loupes) ...	Pieces	20 0 0	...	...	...	...	507	10,140	...	...	...	...	507	10,140
Wheat	Sacks, ½ cwt. ...	1 0 0	24,126	24,126	...	...	64,454	64,454	...	...	...	...	88,580	88,580
Wool	Bales, 1¾ cwt. ...	5 0 0	...	...	556	3,380	...	...	...	...	...	...	556	3,380
Total	...	...	86,641	151,505	28,968	93,108	89,698	124,520	6,053	22,210	12,443	19,542	223,803	410,886

From Persia.

Articles.	Nature and Weight of Packages.	Market Prices.	To Turkey.		To Great Britain.		To France.		To Russia and Greece.		To Austria and Germany.		Totals.	
			Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		£ s. d.		£		£		£		£		£		£
Carpets	Bales	£20 to £40	159	3,180	75	3,000	50	2,000	...	...	25	1,000	309	9,180
Cotton	Bales, 1½ cwt. ...	4 0 0	...	...	487	1,948	...	...	...	...	...	...	487	1,948
Fruits	Boxes	0 16 0	500	400	...	...	...	...	...	...	...	...	500	400
Galls and gums	Sacks, 1¾ cwt. ...	4 0 0	...	...	414	1,656	206	824	...	...	...	...	620	2,480
Hides	Bales, 12 pieces ...	6 0 0	...	...	...	...	900	5,400	...	...	...	...	900	5,400
Shawls	Packages	£5 to £50	600	5,000	15	750	15	750	...	...	7	350	637	6,850
Silks	Bales	100 0 0	...	...	...	...	1,055	105,500	...	...	...	...	1,055	105,500
Silk cocoons	,, ...	10 0 0	...	...	...	...	544	8,160	...	...	...	...	544	8,160
Skins	Bales, 60 pieces ...	6 0 0	...	...	...	...	200	1,200	204	1,224	...	...	404	2,424
Sundries...	,, ,, ...	4 0 0	1,600	9,600	200	1,200	200	1,200	...	...	160	960	2,160	12,960
Tumbeki (tobacco)	Bales, 1 cwt. ...	8 0 0	16,270	130,160	...	...	...	...	...	...	...	...	16,270	130,160
Wool	Bales, 1¾ cwt. ...	5 0 0	...	...	97	485	...	...	...	...	...	...	97	485
Total	...	...	19,129	148,340	1,288	9,039	3,170	125,034	204	1,224	192	2,310	23,983	285,947
Grand total	...	...	105,770	299,846	30,256	102,147	92,868	249,554	6,257	23,434	12,635	21,852	247,786	696,833

Exports from Turkey.

The value of exportations by sailing vessels and coasting craft being nearly the same for both years, a comparison of the shipments by steamers only will give an exact idea of the fluctuations between the two periods.

The total value of the exports in 1873 amounting to 338,562*l.*, there is a surplus of 72,324*l.* in favour of the present year, caused by large shipments of wheat, Indian corn, and tiftick. But we must take into consideration that wheat is not an article of standing trade, owing to the heavy charges of transport, which allow of its being exported only when, by the failure of the crops in the usual markets for Europe, it commands high prices, and that the quantity sent this year to the famine-stricken provinces is an exceptional exportation; that Indian corn, which has been shipped in quantities superior to those of 1873, is not a produce of Turkey, but merely passes in transit through this port; and that on tiftick there is in reality no increase, the difference between 1873 and 1874 arising out of the time of embarkation of last year's crop. If on the foregoing grounds the values of the exportations of these products in 1874 are placed at par with those of 1873, there is in the present year a diminution of about 85,700*l.*, or (deducting the surplus mentioned above of 72,324*l.*) a decrease of 13,400*l.* in 1874 on the other articles taken together. Thus is explained the statement of the merchants, who speak of the articles of usual exportation without taking into account the exceptional ones, which last, although increasing the commercial movement of 1874, add, however, no real importance to the trade of Trebizond.

Although there has been a general decrease on the bulk of the usual articles of exportation, still the values of those sent to Great Britain have rather augmented than otherwise, even in taking into account the observations stated above, and which affect two articles—Indian corn and tiftick—especially sent to Great Britain.

Exports from Persia.

There is no difference of importance to notice between this and the preceding year in the number of packages nor in the total values; but it is worth remarking that cotton, which had been exported in 1873 to the amount of 20,167*l.*, stands this year only for 1,705*l.*, while tumbeki (tobacco) has increased by nearly 50,000*l.*

As cotton was sent exclusively to Great Britain, there is a falling off of about 25,000*l.* on the trade between the two countries through Trebizond.

Out of the exports from Persia shown in the foregoing return, the following have passed here in direct transit for Europe:—

Articles.	Quantity.	Value.
	Bales.	£
Silk..	386	38,600
Cocoons	18	270
Cotton	297	1,188
Carpets	64	2,560
Wool	77	385
Skins (goats') ..	104	624
Sundries	162	648
Total	1,108	44,275

Imports.

In the following returns are shown the values of the articles derived from each country and imported, in most cases not directly, into Turkey and Persia respectively through this port by steamers:—

Importations by Steamers at the Port of Trebizond.

For Turkey.

Articles.	Nature and Weights of Packages.	Market Prices.	From Turkey.		From Great Britain.		From France.		From Russia.		From Germany and Austria.		From Holland and Switzerland.		From Sweden and America.		From Belgium and Greec		Totals.	
			Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		£ s. d.		£		£		£		£		£		£		£		£		£
Candles	Cases, 20 lbs.	0 16 0	...	...	...	...	679	543	...	...	99	79	...	...	...	...	1,499	1,199	2,277	1,821
Cloth	Bales	100 0 0	...	...	...	...	38	3,800	...	...	76	7,600	...	...	...	...	...	...	114	11,400
Coffee	Sack, 2 cwt.	8 0 0	...	...	900	7,200	915	7,320	...	...	...	...	...	...	...	...	...	...	1,815	14,520
Cotton and woollen manufactures	Barrels, 5 cwt.	60 0 0	...	...	9,090	545,200	200	12,000	...	...	...	...	1,200	72,000	...	...	...	...	10,490	629,400
Crockery and glassware	Cases	£1 to £2	...	...	1,000	2,000	...	...	...	...	4,000	4,000	...	...	...	...	6,000	6,000	11,000	12,000
Hardware	,,	8 0 0	...	...	375	3,000	...	...	...	...	1,356	10,848	...	...	...	...	...	...	1,731	13,848
Leather and shoes	Cases and Bales	24 0 0	...	...	...	...	128	3,070	...	...	...	...	...	...	...	...	44	880	172	3,592
Matches	Cases	3 0 0	...	...	...	...	...	...	...	...	2,690	8,070	...	...	...	...	...	...	2,690	8,070
Metals (iron, copper, nails)	Cwt.	£1 to £4	...	...	802	3,208	2,436	3,654	...	...	2,315	4,630	...	...	7,514	7,514	1,420	1,850	14,487	20,850
Paris articles, paper, &c.	Cases	6 0 0	408	2,448	...	...	555	3,330	...	...	536	3,216	...	...	...	...	...	...	1,499	8,994
Petroleum	Cases, 2 tins	0 14 0	...	...	...	...	...	...	...	...	...	...	...	...	7,549	5,284	...	...	7,549	5,284
Provisions	,,	£1 to £8	9,972	10,500	30	150	518	2,536	200	1,000	100	500	...	...	...	...	...	...	10,570	14,686
Silks	Bales	150 0 0	96	14,400	...	...	48	7,200	...	...	...	...	...	...	...	...	...	...	144	21,600
Spirits, wine, beer, &c.	Casks	3 0 0	600	1,800	250	750	850	2,550	200	600	1,375	4,125	...	...	...	...	...	...	3,275	9,825
Sugar	Barrels, 3½ cwt.	47 10 0	...	...	...	...	1,501	11,257	...	...	...	...	...	...	...	...	...	...	1,501	11,257
Sundries	,,	4 0 0	20,652	82,608	401	1,604	890	3,560	635	2,540	1,143	4,572	...	...	...	...	...	...	23,721	94,884
Tea	Case, 1 cwt.	10 0 0	...	...	1,217	12,170	...	...	...	...	...	...	300	3,000	...	...	...	...	1,517	15,170
Totals	...	...	31,478	111,756	14,065	575,482	8,758	60,822	1,035	4,140	13,690	47,640	1,500	75,000	15,063	12,798	8,963	9,929	94,552	897,567

For Persia.

Articles.	Nature and Weights of Packages.	Market Prices.	From Turkey.		From Great Britain.		From France.		From Russia.		From Germany and Austria.		From Holland and Switzerland.		From Sweden and America.		From Belgium and Greece.		Totals.	
			Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		£ s. d.		£		£		£		£		£		£		£		£		£
Cotton and woollen manufactures ...	Barrels, 1½ cwt.	20 0 0	...	...	37,035	740,700	...	...	...	...	...	...	4,900	98,000	...	...	...	...	41,935	838,700
Hardware	Cases	8 0 0	...	...	170	1,360	...	...	...	...	351	2,808	...	...	...	...	...	...	521	4,168
Matches	,, ...	3 0 0	...	...	...	...	...	...	...	...	248	744	...	...	...	...	...	...	248	744
Sugar	Cases, 3½ cwt. ...	7 10 0	...	...	...	...	6,362	47,715	...	...	...	...	...	...	...	...	...	...	6,362	47,715
Sundries	,, ...	4 0 0	200	800	205	820	720	2,880	...	...	700	2,800	...	...	...	...	1,000	4,000	2,825	11,300
Tea	Cases, 1 cwt. ...	10 0 0	...	...	1,800	18,000	...	...	...	...	...	...	264	2,640	...	...	...	...	2,064	20,640
Totals	...	...	200	800	39,210	760,880	7,082	50,595	...	...	1,299	6,352	5,164	100,640	...	...	1,000	4,000	53,955	923,267
Grand Totals	...	...	31,678	112,556	53,275	1,336,362	16,840	111,417	1,035	4,140	14,989	53,992	6,664	175,640	15,063	12,798	10,963	13,929	149,507	1,820,834

Imports to Turkey.

In figures the value of importations exceeds by 238,558*l.* those of the preceding year, which had amounted to 659,009*l.*

However, in examining the articles separately, we find that cotton manufactures alone having increased in the present year 295,660*l.*, a diminution of 57,602*l.* is to be registered on the remaining articles taken together, especially on sugar, which comes in for no less than 32,205*l.* But the increase on cotton manufactures is only nominal, inasmuch as, although imported on a large scale, in consequence of the too sanguine expectations of the Trebizond merchants at the beginning of the year, most of these goods have not found purchasers. Although therefore also in this case the commercial movement has been superior in the present year, the real operations transacted are under those of 1873, with the additional disadvantage of dead capitals invested in the goods remaining on hand. If we take into consideration also the fact that from want of ready money in the market the importers are compelled to sell their merchandise on credit at nominal expirations of six and twelve months, but extending in reality to twice this period, and sometimes more, the actual position of the trade at Trebizond is not bright, and does not augur fair for the future.

The importations by sailing vessels are limited to coals and salt, which have amounted this year to 1,082 tons of the former, representing 1,850*l.*, and 1,022 tons of the second, 9,600*l.*

The usual importation by coasting craft has been augmented this year by 15,000 quarters (9,000*l.*) of Indian corn from Russia.

Imports to Persia.

The foregoing return of imports to Persia is that of the goods in transit, which has been furnished to me by the custom-house. It shows an augment of 223,067*l.* on the values of the previous year. In this case also cotton manufactures have made a great progress, they representing an excess of no less than 235,700*l.*, or more than the surplus of 1874 on the total importations mentioned above.

There is also an increase of 5,000*l.* on sugar, while a falling off of nearly 10,000*l.* appears on tea. However, as according to the information obtained from local merchants, no important fluctuation has taken place on the quantities of tea carried through Trebizond to Persia, it must be supposed that the difference arises owing to the depôts having not been renewed in time, before the end of the present year.

On the whole, British articles of importation to Persia, through Trebizond, have augmented by about 200,000*l.* in the course of the present year.

Market Prices.

A decline of from 5 to 10 per cent. is to be noticed on last year's prices at Trebizond for cotton manufactures in general.

The prices of the other articles of importance are as follows:—

IMPORTS.

Articles.	Turkish Weights and Measures.	English Weights and Measures.	Currency.	Sterling.
			Piasters.	s. d. s. d.
Candles	Oke ..	2¾ lbs. ..	16	2 4
Coffee	„ ..	„ ..	18	2 7
Copper sheets ..	„ ..	„ ..	22	3 2
Iron	Cantar ..	Cwt. ..	120	17 0
Olive oil	Oke ..	2¾ lbs. ..	8	1 2
Petroleum	Case ..	Case ..	80 to 120	11 6 to 17 0
Sugar	Oke ..	2¾ lbs. ..	7	1 0
Tea	„ ..	„ ..	80 to 90	4 4 to 13 0

EXPORTS.

Articles.	Turkish Weights and Measures.	English Weights and Measures.	Currency.	Sterling.
			Piasters.	s. d. s. d.
Beans	Oke ..	2¾ lbs. ..	1½	0 3
Cotton	„ ..	„ ..	10	1 6
Hides	Piece ..	Piece ..	120	17 0
Indian corn	Kilé ..	Bushel ..	20	2 10
Nuts	Cantar ..	Cwt. ..	220	31 6
Skins, goats'	Piece ..	Piece ..	14	2 0
Tobacco	Oke ..	2¾ lbs. ..	10 to 50	1 6 to 7 2
Wheat	Kilé ..	Bushel ..	30	4 4
Wool	Oke ..	2¾ lbs. ..	7 to 9	1 0 to 1 4

OPERATION OF TARIFFS.

The abolition of the land customs has had no influence on the internal trade of this province. It was not the payment of the duty which was an obstacle to the transport of the inland produce, but rather the deficient means of conveyance, and these continue to be the same.

As it was foreseen, time has smoothed the difficulties which the sealing of packages in transit for Persia had created at first, and it may be considered now that the system, with the few modifications which were introduced at a later time, works satisfactorily enough.

Banks.—It had been rumoured towards the latter months of the year, that the Imperial Ottoman Bank intended to establish an agency at Trebizond, a measure which would have been hailed with satisfaction by all classes here, but the year has ended without the project being put into execution.

RATES OF EXCHANGE.

The fluctuations on bills at three months' date have been as follows: London, from 110 to 112 per £ sterling; France, from 22 fr. 90 c. to 23 fr. 60 c. per Turkish Lira.

Shipping and Navigation.

British Shipping was represented this year at Trebizond by a single vessel of 392 tons, which called here to complete her cargo of bones for Great Britain. Another British vessel has embarked mineral ore at Ordan, where attempts at mining are taking place. If they succeed and extend on a large scale, as ores are usually sent to Great Britain, British vessels may henceforth find on this coast more freights than hitherto.

Foreign Shipping.—No changes have taken place in the lines of the steamers of the different nations calling at Trebizond, the operations of each of which are shown in the following return :—

Nationality.	Steamers.		Entered.				Cleared.				Grand Totals.			
	Number.	Tonnage.	Passenger.	Species.	Value of Cargoes.	Total Value of Imports.	Passenger.	Species.	Value of Cargoes.	Total Value of Exports.	Passenger.	Species.	Value of Cargoes.	Value of Imports and Exports.
				£	£	£		£	£	£		£	£	£
British	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ottoman	95	67,964	2,422	3,852	237,358	241,210	7,370	34,521	175,062	209,583	9,792	38,373	412,420	450,723
Russian	102	75,314	5,614	5,000	556,274	561,274	6,228	68,896	267,355	336,251	11,842	73,896	823,629	897,525
Austrian	51	40,843	6,303	27,655	700,922	728,577	3,540	58,311	153,809	212,120	9,843	85,966	854,731	940,697
French	52	27,937	4,824	7,435	326,280	333,715	2,446	26,628	100,607	127,235	7,270	34,063	426,887	460,950
Totals ...	300	212,058	19,163	43,942	1,820,834	1,864,776	19,584	188,356	696,833	885,189	38,747	232,298	2,517,667	2,749,965

The superior arrivals of the Russian and Ottoman steamers are owing to their proceeding also to Batoum, thus giving an entrance of twice a week against one of the other steamers who stop here; but, with the exception of the Ottoman, who are not very regular, there is in reality no difference in the number of the steamers of the several nationalities plying on this line. The surplus of the passengers by the Russian and Ottoman steamers, or about 7,500, are reckoned to represent those who have proceeded this year to Russia.

RETURN of Sailing Vessels and Coasting Shipping at the Port of Trebizond in the Year 1874.

Nationality.	Above 100 Tons.				Above 5 Tons.				Under 5 Tons.				Grand Total.			
	Vessels.	Tons.	Imports.	Exports.	Vessels.	Tons.	Imports.	Exports.	Vessels.	Tons.	Imports.	Exports.	Vessels.	Tons.	Imports.	Exports.
			£	£			£	£			£	£			£	£
British	1	392	..	1,000	..	..	..	..	..	..	..	..	1	392	..	1,000
Ottoman	19	3,801	14,320	26,000	900	10,686	55,420	86,790	4,706	14,554	39,108	40,370	5,628	19,193	108,848	153,360
Austrian	1	432	864	..	..	..	..	..	..	..	..	..	1	432	864	..
Greek	4	820	4,500	2,300	..	..	..	..	..	..	..	..	4	820	4,500	2,300
Russian	..	..	..	..	25	960	3,850	3,405	..	..	..	..	25	960	3,850	3,405
Total	25	5,445	19,684	29,500	925	11,646	59,270	90,195	4,706	14,554	39,108	40,370	5,656	21,797	118,062	160,065

Summing up.—The importations of goods by steamers and sailing vessels amount to 1,938,896*l.*, and together with species to 1,982,838 ; the exportations to 856,898*l.*, and with species included to 1,089,196. Deducting the Persian trade, there remains for the Anatolian 1,059,571*l.* imports, and 803,149*l.* exports.

Agriculture.

The crops of nuts and beans, the two principal articles of produce, have failed in great part. The plantation of tobacco, owing to the new regulations, is not reckoned to amount to more than one-third the quantities grown in the previous years, while the cutting of boxwood is declining daily, as already stated. On the whole the condition of the agricultural classes has been more difficult this year than it had been for a long time; and it was while in this embarrassed position that they were crushed by extortions in the levying of the tithes on account of the Government. The distress of the peasants went so far, that they repaired in thousands at Trebizond to ask for justice; but instead of being listened to they were thrown in prison, and thrashed by the Governor-General in person, assisted by the police. Their case was made known, through the different consuls, to the capital, when they sent themselves deputations to lay their grievances before the superior authorities. It is to be hoped that their complaints will not only be taken into due consideration, but also that such measures may be adopted as will prevent the recurrence of similar acts of oppression in the future.

Few cases of cattle disease have taken place in this province in the course of the year. They broke out in two or three different localities without extending to the neighbourhood, nor presenting very virulent symptoms.

Population and Industries.

Although the inhabitants of the inland districts addict themselves especially to agriculture, the province of Trebizond, owing to its mountainous formation, is not essentially adapted to extensive cultivation. Nut trees being limited to certain localities, and there being not, as in other provinces, large standing agricultural resources such as are derived from olive and fig trees, vines, &c., the rural populations may be said to depend almost entirely on the success of the seeds sown. When they fail in conjunction with the nut crop, as it has now been the case, they stand in a rather precarious condition, which has been aggravated this year by the Government regulations already referred to with respect to forests and tobacco.

It depends, however, on the Government to place these populations above eventualities of this description by turning into account the immense mineral resources of this part of Anatolia, which, in consequence of administrative restrictions, are not allowed to take an important development. The regulations relating to mines seem, by their framing, to afford every facility to those who are willing to undertake mining operations; but in practice the delays, the drawbacks, the expense, and the uncertainty of obtaining the formal concession are such, that few speculators decide to run the venture, and a very restricted number only of those who do so succeed in overcoming the obstacles of all kind against which they have to contend in the provincial governments, as well as in the central administration in the capital. However, the working of mines, in this quarter at all events, would not only be a source of great income for the treasury, but also furnish to the population a constant employment. It would, by improving their condition, destroy the general ill-feeling existing now between them and their governments, which is increasing daily, in consequence of acts of maladministration and oppression, such as that of the extortions on the collection of the tithes mentioned in the course of this report.

Public Works.

No repairs worth mentioning have been made to the Erzeroom-road. Here and there a few sustaining walls, which had tumbled down, have been rebuilt with better care, I must say, than the former ones, but this goes little towards improving its general condition.

Some years ago the project of a route had been devised by European engineers between Trebizond and Platana, a bay about nine miles westward, in which even steamers take shelter during winter gales, as it offers better anchorage than the roadstead of this town. It would seem that there is even a scheme of continuing, at some unknown future period, this road so far as Constantinople. In the course of the year the Governor-General, who has engineering pretentions, disregarding the primitive plan started the route not far from the indicated central point in the town, but followed quite another direction. European engineers, who have quite lately been again appointed to this province, have pronounced the work performed useless. 1,500*l.*, a large sum for the municipality of this town, and many days of compulsory labour, have thus been bestowed on an undertaking which has to be begun afresh on the original plan.

Of the total extent of 120 kilos. (about eighty English miles), of the route between Kerasond and Karahissar 40 are opened, and 12 about to be opened to public traffic. The most difficult part of the work is done; what remains presents no engineering difficulties, and can be completed in two years. The breadth of the road varies from 12 to 8 metres, according to the conformation of the ground, and even to 6 only in the most difficult passages.

The Batoum-Kars road progresses but slowly, although the works are carried on in eight different spots at the time between Maradt and Kars. It is reckoned by the superintending officers that it may be finished in four years. But as the work is so performed by the unremunerated labour of the inhabitants, and as to compel populations such as those of the Lazistan to work regularly, an army equal to the number of the workmen would be required, it can hardly be possible to see realized the sanguine expectations of the Ottoman Government.

Provincial Taxation.

In comparing the revenues and expenditure of the province of Trebizond for the year 1867–68 with those for the year 1873–74, interesting facts are detected.

The figures for the first period are given in Mr. Consul Palgrave's reports, and there is no doubt that they can be relied upon. Those for the second period are extracted from an official publication issued yearly by this provincial Government. They stand as follows:—

Nature of Taxation.	1867–68.	1873–74.	Excess.	Deficit.
	Piastres.	Piastres.	Piastres.	Piastres.
Verghi (income and property tax)	5,147,000	5,232,622	85,622	...
Ashar (tithe)...	8,730,500	9,956,907	1,226,407	...
Ignam (tax on cattle)	1,022,000	1,975,173	953,173	...
Bedel askerie (conscription)	1,220,000	1,166,119	...	53,881
Sair (miscellaneous)	1,244,000	1,500,244	256,744	...
Total	17,364,500	19,831,065	2,520,946	53,881
Expenditure	5,292,720	8,183,392	369,726	369,726
Net result	12,071,280	11,647,673	2,890,672	423,607

The Bedel Askérié, or tax paid for exemption from the military service, is the only one which has decreased, and as it has always been levied at the rate of about 27 pias. for each male, it must be inferred that about 2,000 Christians, and perhaps in several cases also the families to which they belong, have emigrated to other countries.

With this decrease in the population we detect an augment of taxation of 2,520,946 pias. in the space of six years, or at the rate of 2½ per cent. annually on their sum oginally levied.

Deducting from the above sum the decrease of 53,881 pias. on the Askérié, there remains a net surplus of 2,467,065 pias. in favour of the Government.

On the other hand, the expenditure in 1873–74 exceeds that of 1867-68 by 2,890,673 pias., or at the rate of more than 3 per cent. annually for upwards of six years.

Therefore, the Government, after overtaxing the populations with 2,520,946 pias., has to pay out of its general income, over and above this sum, 423,607 pias. to cover the extra expenditure.

It must be presumed that these sums are expended for the amelioration of the administrative Government of this province; however, as little or no progress seems to have taken place in this respect within the last six years, it is difficult to find an excuse for the increase of the taxation with which the miserable populations of this part of Anatolia have been wantonly over-burdened.

Trebizond, December 31st, 1874.

UNITED STATES.

BOSTON.

Report by Consul Henderson on the Trade and Commerce of Boston for the Year 1874.

The depression which characterized the commerce of the United States during the past year (variously attributed to the financial crisis of 1873, to the unsettled condition of currency, as the true origin of the crisis, and to the high protective tariff, as having crippled trade and obstructed the resumption of a specie circulation) has been severely felt in Boston, where an additional cause may be traced to the disastrous fire of 1872, from the effects of which the anticipated recovery has, to say the least, been retarded by the subsequent unfavourable state of trade.

The total value of foreign imports and exports at Boston in 1874, as compared with those for 1873, was:—

	Imports.	Exports.
	Dollars.	Dollars.
In 1874	49,780,806	29,053,875
1873	60,410,697	32,390,750

Being a decrease in imports of 10,629,891 dol., and in exports of 3,336,875, or a total decrease in foreign trade of about 15 per cent.

Significant and disheartening as this result may be, it is not the only sign or measure of the existing evil. Domestic trade and industries were in like manner seriously affected, and manufacturers and middlemen were compelled severally to curtail production and suspend the renewing of their stocks, and jointly to be satisfied with nominal profits, if not actually incurring loss, on their limited sales. At the same time the contraction of credit in financial operations, the wide spread distress amongst the labouring population, and the feeling of uneasiness and uncertainty as to the future which has taken possession of all classes, indicate a more general disturbance, and a more deep seated cause for it than would be accounted for by a mere temporary disorganization of trade, for which the mercantile community might be considered responsible, and for the cure of which they would hold the remedy in their own hands.

So far from incurring this responsibility, leading business men in this section of the country have averted the serious embarrassments which would otherwise have overtaken many of them, by prudently discouraging speculation and overtrading, and by evincing, if anything, an excess of caution (from which there may be some danger of reaction) in the limitation of their ordinary transactions, which they hold to be unsafe and unprofitable so long as the legislature does not remove the restrictions and put an end to the insecurity affecting trade and the

currency, and, according to them, completely paralyzing the energies of the country.

In any case, the evil, which has been long maturing, is not, as far as this district is concerned, of local origin or growth. The rapid and costly rebuilding of Boston on a scale to place it in the foremost rank as a commercial city, the overflow of money in the banks, the painful abundance of unemployed labour, the numerous useful schemes projected for extending communication and developing the resources of the country, and, finally, the increasing value of property in this state, and the ability of its inhabitants to bear an extraordinary increase of taxation for local improvements, coupled with an extensive reduction in manufactures, and a general suspension of business and credit, clearly prove that the existing condition of things is not due here to any dearth of capital, labour, energy, or enterprize, to any hesitation in employing these means in safe and advantageous undertakings, or, on the other hand, to any imprudent endeavour to impart an artificial stimulus to industry and commerce, which it is assumed, can only be restored to a healthy vitality by legislative measures, based on practical commercial views and sound principles of political economy.

The relative value of foreign imports and exports at Boston in 1874 from and to the British Empire and other foreign countries is shewn in the following table.

From and to.	Imports.	Exports.
	Dollars.	Dollars.
United Kingdom	22,780,334	16,129,522
Canada and Newfoundland	2,720,922	4,134,893
British African possessions	1,474,416	1,249,018
Australia and New Zealand	429,341	843,574
British East Indies	4,048,276	351,473
British West Indies, Guiana, and Honduras ..	601,386	106,169
Imports and exports from and to British Empire ..	32,054,675	22,814,649
„ „ „ „ other countries ..	17,726,131	6,239,226
Total imports and exports at Boston	49,780,806	29,053,875

According to the figures in this table, the value of the import and export trade with Great Britain and her dependencies was about 70 per cent. of the total foreign trade of Boston in 1874.

The quantities and ruling prices of the principal foreign and domestic articles received and exported at Boston during the year were as follows :—

Articles.		Receipts.	Exports.	Prices.
Ashes	Casks	2,340	463	Pots., 6¾ to 7½ c.; Pearls., 8½ to 9¼ c.
Coal—				
Foreign	Tons	51,438	...	5 dol. 75 c. to 7 dol. 75 c. per ton.
Domestic	,,	1,125,516	...	7 to 9 dol. per ton.
Cocoa	Bags	3,792	...	...
Coffee	,,	86,652	1,184	25 to 40 dol.
Cotton	Bales	370,372	32,490	14⅝ to 19½ c. per lb.
Domestics	Packages	...	13,900	...
Dyewood—				
Logwood	Tons	17,447	4,681	19 to 24 dol.
Fustic	,,	694	67	...
,,	Pieces	3,661	...	...
Sapan wood	,,	13,408	...	35 to 60 dol.
,,	Tons	78	...	...
Fish—				
Mackerel	Quintals	106,794	61,224	3 to 11 dol. per quintal.
Codfish	,,	25,006	66,949	3 to 6 dol. ,,
Salmon	,,	21,413	...	...
Herring	,,	218,900	243,745	3 to 7 dol. 50 c. per quintal.
Other kinds	,,	79,491	295,522	...
Fruit—				
Raisins	Boxes	251,469	...	2 dol. 50 c. to 3 dol. 30 c. per box.
,,	Drums	50	...	...
,,	Casks	1,749	...	...
Figs	Drums	78,684	...	...
,,	Cases	4,732	...	...
Oranges	Boxes	162,077	...	...
Lemons	,,	58,399	...	...
Flour	Barrels	1,890,487	287,718	4 dol. to 11 dol. 50 c. per barrel.
Corn meal	,,	97,938	76,277	...
Grain—				
Maize	Bushels	3,303,641	380,254	82 c. to 1 dol. 6 c. per bushel.
Oats	,,	3,037,269	...	52 c. to 72 c. ,,
Rye	,,	34,273	...	1 dol. to 1 dol. 25 c. ,,
Shorts	,,	1,096,126	...	...
Wheat	,,	1,362,017	1,062,366	...
Barley	,,	418,615	...	...
Gunny bags	Bales	2,643	...	11 to 13 c. per yard.
Hemp and jute	Tons	476	...	...
,, ,,	Bales	56,743	...	...
Jute butts	,,	29,376	...	...
,, rejections	,,	1,100	...	...
Hides	,,	4,461	...	26½ to 30 c.
,,	Number	1,249,365	...	...
Goatskins	,,	47,122	...	...
,,	Bales	5,661	...	...
Hops	,,	...	350	15 to 40 c.
Ice	Tons	...	71,824	...
Indigo	Packages	2,066	...	...
Iron, viz.:—				
Bar	Bars	1,213,367	...	American and English, 55 to 80 dol.
,,	Tons	2,553	...	...
R. R. bars	Bars	30,625	...	...
,,	Tons	2,739	...	...
Bundles	Number	317,420	...	...
Plates	,,	70,523	...	Russia sheet, 16 to 18 c.
Scrap	Tons	3,075	...	American pig, 27 to 41 dol.
Pig	,,	19,199	...	Scotch pig, 37 to 50 dol.
Lead	Pigs	100,472	17	...
Leather	Sides	1,410,254	...	Hemlock, 26 to 33 c.
,,	Bundles	655,523	...	Rough C. skins, 50 to 70 c.
Boots and shoes	Cases	...	1,251,661	...
Lime	Casks	230,000	...	...
Linseed	Bags	180,718	...	...
Lumber	Feet	133,437,912	11,742,000	...
Shingles	Number	...	4,586,000	...
Nails	Casks	...	50,313	3¾ to 4¾ c.
Naval stores—				
Rosin	Barrels	27,482	11,155	2 dol. 50 c. to 7 dol. 25 c.
Turpentine	,,	3,434	30	...
Spirits of do.	,,	10,111	1,915	35 to 51 c. per gallon.
Pitch	,,	3,197	3,271	...
Tar	,,	12,095	2,738	2 dol. 70 c. to 4 dol. per barrel.
Petroleum	Gallons	...	3,455,946	...
Salt	Bushels	1,927,729	...	...
Saltpetre	Bags	11,154	...	...
Sumac	,,	46,939	...	...
Provisions—				
Beef	Barrels	24,376	8,514	...
Pork	,,	36,526	35,556	16 dol. 50 c. to 24 dol. 50 c.
Bacon	Boxes	64,524	113,408	...
Hams	Casks	10,904	...	...
Lard	Tierces	2,811	14,535	9½ to 16 c. per lb.
,,	Kegs	2,759	16,239	...

Articles.		Receipts.	Exports.	Prices.
Butter	Packages ...	521,925	10,020	18 to 45 c. per lb.
Cheese	Casks ...	166	2	8 to 17½ c. ,,
,, ...	Boxes ...	154,127	11,353	...
,, ...	Tons	80	...	...
Hogs, dressed ...	Number ...	79,511	...	7½ to 10⅛ c. per lb.
,, live	,, ...	534,363	...	...
Rice	Bags	15,145	2,339	6¾ to 10 c. per lb.
,, ...	Casks ...	2,746	26	...
Spirits—				
Foreign	Gallons ...	146,854	...	...
Domestic	,, ...	...	500,484	1 dol. 5 c. to 1 dol. 40 c.
Sugar	Hogsheads ...	85,738	292	7⅜ to 11½ c. per lb.
,, ...	Barrels ...	26,602	10,614	...
,, ...	Bags	431,096	...	...
,, ...	Boxes ...	14,289	182	...
Molasses	Hogsheads ...	50,603	1,623	31 to 50 c. per gallon.
,, ...	Tierces ...	3,050	120	...
,, ...	Barrels ...	6,607	2,125	...
Tallow	,, ...	...	40,421	7 to 9 c.
Tin	Pigs	14,044	...	...
Tin plates	Boxes ...	129,080	...	...
Tobacco	Hogsheads ...	5,155	4,219	...
,, ...	Bales... ...	27,402	6,359	...
,, ...	Kegs	27,892	2,518	...
Wine	Gallons ...	154,550	...	...
Wool—				
Domestic	Bales... ...	272,724	...	42 to 65 c. per lb.
Foreign	,, ...	32,774	...	...

The following is a review of the condition of the most important branches of trade at Boston during the year:—

The Wool Trade.

The wool trade of the country is fast centring in Boston, which received about three-fourths of last year's clip from California, and a large portion from the other wool-producing States, showing a gain on the previous year, notwithstanding a reduced importation from abroad. The weekly sales ranged from 1,000,000 lbs. to 2,000,000 lbs. per week. Prices continued somewhat low, but uniform, and on the whole the trade of the year was as active as could be expected.

The Cotton Trade.

A cotton exchange was organized at Boston last year, and the receipts were 47,000 bales and exports 18,000 bales over the previous year; but the market was dull latterly, and for the last eight months prices had a downward tendency.

Dry Goods Trade.

No branch of business suffered more directly from the depression in trade than this one, sales having been extremely limited, and prices having continued to fall since the month of February. "Jobbers," however, bought cautiously, and millowners curtailed production, and the year closed on comparatively light stocks in both first and second hands. Exportation to foreign countries was stimulated by low prices, but did not leave much profit.

The decline in prices was greater in cotton than in woollen fabrics. Fine cassimeres, flannels, and carpeting were low; but worsted goods, medium grade cloths, hosiery, and mixed cotton and woollen goods—such as alpacas, poplins, and lustres—sold at steady prices with a fair demand, and kept foreign grades out of the market.

The Clothing Trade.

Sales were limited and prices low, but clothiers bought their cloths cheap and did not actually lose money. They have gone on improving the quality and make of the goods, and in better times may expect to do a large business and afford employment to a large number of operatives. Their establishments in the rebuilt district are now conveniently situated, and possess every facility for making and handling goods.

The Boot and Shoe Trade.

The falling off in this trade was very small, and though prices were low, and there were some bad debts, the business of the year was on the whole pretty fair. The total sales amounted to over 60,000,000 pairs of boots and shoes, leaving a very small stock on hand at the end of the year.

Calcutta Goods.

The trade in Calcutta goods has been almost entirely transferred to New York, and the imports at Boston are very small. The manufacture of domestic bagging, which itself was entirely unremunerative last year, considerably reduced the importation of gunny cloth and gunny bags. In jute butts the importation fell to about half that of the previous year, and the price ruled very low. The imports of indigo, linseed, and some other Calcutta goods were, however, a little over the amount of the previous year.

Grain and Flour.

The receipts of flour, wheat, rye, barley, and corn meal show a large increase over 1873, but in corn (maize), oats, and bran the supply was small. The old crop of wheat and flour was disposed of at comparatively high rates for exportation; but after the arrival of the new crop, which was large and of excellent quality, prices fell considerably, and before the end of the year flour went down between 2 dol. 50 c. and 3 dol. lower than in January, and between 5 dol. and 6 dol. per barrel lower than the highest price in 1873. Maize and oats were higher than they had been for some years past, and met with a ready sale.

The Liquor Trade.

The profits of this trade were very small, for though wholesale houses were not directly interfered with, the effect of the prohibitory law in force was to compel them to be extremely cautious in giving credits which they could not legally enforce, and to induce small dealers to hold limited stocks to avoid serious loss by seizures, which were of frequent occurrence with them. A further tendency of the law was to diminish the sale of fine liquors and increase that of low domestic grades, and the conviction that it has entirely failed in checking intemperance and ought to be repealed, has led to the recent election of an anti-prohibition State Legislature.

The Grocery Trade.

A fair business was done in groceries, and prices, taken altogether, were higher than during the previous year. Coffee, sugar, and molasses met with a ready sale, but refiners here were not able to sell their

sugar at a profit, and this industry has been much depressed, notwithstanding a large demand for the West. Several cargoes of Rio coffee and Malaga fruit were imported here for Chicago. Spices were dull in consequence of high prices current for some time past.

Pork Packing.

In consequence of the short supply of live hogs, the number received at Boston being 613,000 against 900,000 in 1873, this business was comparatively inactive, but prices rose considerably about the middle of the year and were maintained till near the end, when they began to decline, leaving, however, a fair profit on sales previously effected.

The Cattle Market.

The Boston live stock market showed a considerable decline in numbers and a small rise in prices as compared with 1873. The number of horned cattle received during the year was 163,300; of sheep, 364,281; and of calves, 17,670.

The Fish Trade.

This business was somewhat affected by the depression of trade, but did not suffer any heavy losses, and the fishing fleets met with but few disasters. The year opened with a large stock of codfish and a small supply of mackerel; but this state of the market was reversed at the end of the year, the catch of the former being light, whilst that of the latter was large, though of inferior quality. Fair prices were maintained, and on the whole the year was moderately remunerative.

Whale Fishery.

For some years past this industry has been steadily declining, and many vessels have been sold or laid up, but with the diminished supply prices have gone up, and the prospect for the future is improving.

The fleet in the Arctic Ocean last summer met with good success, but the Akotsk Sea whaling was a failure, and the number of vessels and the catch in Hudson's Bay were small. Humpback whaling in the South Pacific was fairly successful, while sperm whaling was more so than for two or three years previously, though limited to certain localities. On the west coast of South America and on the off shore ground whales were plentiful, and in the South Atlantic and Indian Oceans were in pretty good supply, whereas in the vicinity of New Holland and New Zealand they were unusually scarce.

Country Produce.

Butter was in light supply during the year, and prices were somewhat higher than in 1873. Cheese continued high in consequence of a large and increasing exportation, which amounted from all ports in the United States to 95,520,000 lbs. against 90,000,000 lbs. in 1873. Hay, beans, and potatoes were plentiful, and ruled somewhat lower than in the previous year.

Financial.

Owing to the stagnation of trade and suspension of all speculative enterprises money was abundant, and to borrowers of good standing

discount was low. The year opened with first-class paper at 7 to 10 per cent., but by February it had fallen to 5 to 7, which was about the average for the year, though higher rates were paid by borrowers of a doubtful position.

The range of gold premium for the year was 109 to 114⅜, against 106⅛ to 119⅛ in 1873. The opening rate in January was 110⅛, when it gradually rose with slight fluctuations to 114⅜ in April, fell by July to 109, and fluctuated during the succeeding months between 110 and 112⅜, which latter was the closing rate for the year.

The new method of quoting exchange on the par basis of 4·8665 dol. gold to the £ came into effect on the 1st January, 1874. The range of sterling exchange for the year was—

Commercial, 60 days	4·80 to	4·86½
Bankers', „	4·83	4·88½
„ short sight	4·87	4·91½

Railways.

No new lines or extensions were built during the year in this district.

The following statistics relating to the railways incorporated in Massachusetts are compiled from the returns made to the Railway Commissioners for the Year 1874:—

Number of railways	23
Capital paid in	85,568,411 dol.
Total amount of debts	50,840,463 „
Total receipts, 1874	32,426,667 „
Total working expenses	23,188,758 „
Miles of road in Massachusetts	1,349
„ „ other states	611
Total miles of road	1,960
Total miles run in 1874	18,616,701
Number of passengers carried	39,597,356
Tons of freight carried	11,103,555
Average passenger rate per mile	2·62 c.
Average rate per ton of freight per mile	4·24 c.

Property and Taxation in Massachusetts.

The valuation for purposes of taxation of real and personal property in the State of Massachusetts for the

	Dollars.
Year 1874, was	1,831,601,165
Whilst that for 1873 was	1,763,429,990
Showing a gain of 4 per cent., or	68,171,175

Meanwhile taxation, which for State purposes was somewhat less than in the preceding year, was greatly increased for country and town requirements, and amounted altogether to 28,700,000 dol. (about 5,300,000*l.*), or 14 per cent. more than in 1873.

The total debt of the State in 1874 was—

	Dollars.
State debt	1,493,197
Country debts	67,477,993
Town debts	28,477,804
Total debt of Massachusetts	97,448,994
Sinking fund deposits	29,000,000

Shipping and Navigation.

The following statement, taken from the custom-house records, shows the nationality, number, and tonnage of vessels in the foreign trade which arrived at Boston in 1874:—

Nationality.	Number of Vessels.	Tonnage.
British	1,766	449,140
American	621	234,587
Swedish and Norwegian	26	10,460
German	20	6,751
Austrian	11	6,085
Italian	9	4,815
Danish	5	1,067
Dutch	4	1,606
Portuguese	4	1,002
French	3	543
Guatemalian	2	1,374
Dominican	2	434
Liberian	2	274
Russian	1	666
Total	2,476	718,804

The number of vessels in the coasting trade which arrived at Boston in 1874 is returned at 7,889, or 839 more than in 1873; but as they are not all required to enter at the custom-house, the exact number and total tonnage cannot be ascertained.

According to a return published at Gloucester, the principal fishing port in this State, it appears that in 1874, besides the usual number of vessels and boats employed in the shore fisheries of Massachusetts and New Hampshire, the herring fleet comprised 15 vessels engaged in the Newfoundland, about 30 in the Grand Menan, and 4 in the Bay of Islands fishery; the cod fleet consisted of 148 vessels off the Grand and Western Banks, and 142 off the George's Bank; and the mackerel fishery south and north employed over 200 vessels, only one vessel having made a halibut trip to the coast of Greenland.

Nine fishing vessels and 60 lives were lost during the year, against 31 vessels and 172 lives in 1873.

The whale fishery employed about 115 vessels out of a fleet belonging to ports in Massachusetts (there being none in New Hampshire or Vermont) of 145 vessels, measuring 34,504 tons.

The following statements, compiled from the last annual report published by the Bureau of Statistics at Washington, on Commerce and Navigation for the year to the 30th June, 1873, show the commerce and maritime trade of ports in this consular district with the British empire and with other foreign countries, the vessels built and registered, and the immigration at these ports, as compared with similar totals for all ports in the United States.

Though not of very recent date, the information collected from this report, which cannot be obtained from any other source, may be of interest as a means of comparing the States comprised in this district amongst themselves, and with the whole of the United States in regard to the relative importance of their trade and navigation.

STATEMENT of the Value of Foreign Imports and Exports in Massachusetts, New Hampshire, and Vermont, and Total in the United States, in the Year ended June 30, 1873.

To and from—	Imports.		Exports.		Total Imports.	Total Exports.	Total Foreign Commerce.
	From Great Britain and Colonies.	From other Foreign Countries.	To Great Britain and Colonies.	To other Foreign Countries.			
	Dols.	Dols.	Dols.	Dols.	Dols.	Dols.	Dols.
Boston	43,908,934	24,174,373	22,672,471	6,720,174	68,083,307	29,392,645	97,475,952
Other ports in Massachusetts	379,432	298,368	10,943	100,555	677,800	111,498	789,298
New Hampshire	62,987	...	75	...	62,987	75	63,062
Vermont	10,557,148	...	4,431,956	...	10,557,148	4,431,956	14,989,104
Total Imports and Exports in the three States ...	54,908,501	24,472,741	27,115,445	6,820,729	79,381,242	33,936,174	113,317,416
,, ,, in the United States	313,715,514	349,795,962	439,578,454	252,188,204	663,511,476	691,766,658	1,355,278,134

The exports from the three States comprise 2,364,229 dols., and those from the United States 28,149,511 dols., of foreign imports re-exported.

From the above table it appears that the foreign commerce of Boston was 86 per cent. of the total of all ports in the three States of Massachusetts, Vermont, and New Hampshire; that the foreign commerce of these States was 8·36 per cent. of the total foreign commerce of the United States; and that the commerce of the three States with the British Empire was 262 per ent. of their commerce with all other countries, or 72 per cent. of their total foreign commerce.

STATEMENT of the Foreign Maritime Trade of the States of Massachusetts, Vermont, and New Hampshire, and Total Foreign Maritime Trade of the United States in the Year ended June 30, 1873.

Entered and Cleared at—	From Great Britain and Colonies.		From Foreign Countries.		Whalers Entered.		Total Entered.		To Great Britain and Colonies.		To other Foreign Countries.		Whalers Cleared.		Total Cleared.	
	Vessels.	Tons.	Vessels	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Boston	2,458	587,441	700	232,268	1	107	3,159	819,819	2,616	593,501	388	110,366	1	107	3,005	703,974
Other Massachusetts Ports	307	38,853	48	15,475	52	10,070	407	64,398	337	41,122	26	4,266	39	6,211	402	51,599
Vermont	1,614	196,807	...	...	...	...	1,614	196,807	1,585	193,567	...	...	...	...	1,585	193,567
New Hampshire... ...	60	9,304	...	...	...	...	60	9,304	75	13,056	...	...	...	...	...	13,056
Total in the three States	4,439	832,408	748	247,743	53	10,177	5,240	1,090,328	4,613	841,246	414	114,632	40	6,318	5,067	962,196
Ditto, in United States	24,150	7,930,909	7,494	3,754,631	53	10,177	31,647	11,695,717	25,487	8,410,870	6,525	3,404,508	40	6,318	32,052	11,821,696

According to the above statement the tonnage entered and cleared at Boston in the foreign maritime trade and whale fisheries was 74 per cent. of that entered and cleared at all ports in the three States of Massachusetts, Vermont, and New Hampshire, which latter was somewhat under 9 per cent. of that entered and cleared at all ports in the United States, whilst more than 81 per cent. of the tonnage thus entered and cleared in the three States was employed in trade with the British Empire. The nationality of vessels arriving at each port or State is not specified in the published official returns, but they show that of the total number which entered and cleared at all ports in the United States 52·6 per cent. of the tonnage was British, 31·3 per cent. was American, and 16·1 per cent. was of other nationalties. They also show that 31 per cent. of the tonnage thus entered and cleared represented ocean steamers, and 69 per cent. sailing vessels.

STATEMENT of the Number and Tonnage of Vessels (exclusive of Barges and Canal Boats) Registered, Enrolled, and Licensed in Massachusetts and New Hampshire, and Total in the United States on 30th June, 1873.

Vessels Registered, Enrolled, and Licensed in—	Sailing Vessels.		Steamers.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Ports in Massachusetts	2,630	462,147	106	23,197	2,736	485,344
,, New Hampshire	68	11,215	6	838	74	12,053
Total in Massachusetts and New Hampshire (none in Vermont)	2,698	473,362	112	24,035	2,810	497,397
Total in the United States	17,949	2,383,301	4,015	1,156,443	21,964	3,540,244

STATEMENT of the Number and Tonnage of Vessels Built in Massachusetts and New Hampshire, and Total Built in the United States in the Year ended 30th June, 1873.

Vessels Built in—	Sailing Vessels.		Steamers.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Massachusetts	44	15,536	14	642	58	16,178
New Hampshire	...	...	1	378	1	378
Total in Massachusetts and New Hampshire (none in Vermont)	44	15,536	15	1,020	59	16,556
Total in the United States	804	144,628	402	88,010	1,206	232,638

STATEMENT of the Number of British and other Immigrants who arrived in Massachusetts and New Hampshire, and Total Number who arrived in the United States in the Year ended 30th June, 1873.

Immigrants who arrived at	British.	Of other Nations.	Total.
Boston	26,011	5,665	31,676
Other ports in Massachusetts	38	160	198
New Hampshire	..	8	8
Total Massachusetts and New Hampshire (none in Vermont)	26,049	5,833	31,882
Total in the United States	206,289	253,514	459,803

CHARLESTON.

Report by Consul Walker on the Trade and Commerce of the States of North and South Carloina for the Year 1874.

Trade and Commerce.

The following table, marked No. I., gives the quantities and values of cotton brought to the shipping ports of these States during the past year, in contrast with the average of the three years next preceding, viz. :—

Table No. I.—Statement showing the Quantities and Values of Cotton brought to the Shipping Ports of the States of North and South Carolina to August 31, 1874.

States.	Years ending August 31.	Description.	Number of Bales.	Number of lbs. at 450 lbs. to a Bale.	Number of lbs. at 300 lbs. to a Bale.	Average price per lb.		Value of £	Aggregate Value.		Annual Totals.	
						Upland.	Sea Isld.		Currency.	Sterling.	Currency.	Sterling.
South Carolina ...	Annual average of 1871-72-73	Upland ...	324,201	145,890,450	...	c. 17⅝	c. ...	Dol. c. 5 49	Dol. 25,257,284	£ 4,600,598	Dol.	£
,, ,, ...	,, ,, ...	Sea Island ...	11,130	...	3,895,500	...	69	5 49	2,687,895	488,796		
North Carolina ...	,, ,, ...	Upland ...	61,148	27,516,600	...	17⅝	...	5 49	4,849,849	876,102		
South Carolina ...	1874	,, ...	428,981	193,041,450	...	14½	...	5 40	27,991,010	5,183,520	32,794,979	5,965,496
,, ,, ...	,, ...	Sea Island ...	11,632	...	3,489,600	...	40	5 40	1,395,840	258,488		
North Carolina ...	,, ...	Upland ...	40,468	18,210,600	...	14½	...	5 40	2,640,537	488,988		
											32,027,387	5,930,996

Table No. II.—STATEMENT showing the proportion of the Cotton Crop received at each Receiving Port, and Exported therefrom to Great Britain, with the like for the previous Years in contrast.

Ports at which received.	Bales Received.	Percentage of Receipts.	Percentage of Crop of 1873.	Percentage of Crop of 1872.	Bales exported to Great Britain.	Percentage thereof.	Percentage of Crop of 1873.	Percentage of Crop of 1872.
New Orleans	1,217,832	32½	34½	35¼	632,988	34	38½	38¾
Mobile	296,730	8	9	10¾	87,668	4¾	6	8½
Savannah	625,118	16⅝	17	16½	242,943	13	11¼	13¼
Charleston	427,925	11⅓	10½	10	166,322	9	6¼	6½
Galveston	368,729	9¼	9	7¼	202,033	10¾	9	7
Norfolk	505,216	13½	11¾	10	14,496	¾	½	..
Wilmington	52,147	1½	1½	2	5,958	¼	..	..
New York	198,669	5½	4½	..	438,033	23½	27	24½
Other ports	55,278	1½	2¼	8¼	72,452	4	1½	1½
Total	5,747,644	..	..	..	1,862,893	..	..	..

The following Tables Nos. III., IV., V., VI, exhibit the trade in rice, naval stores, lumber, and phosphate rock, and Table No. VII. relates to the general trade at Wilmington, in North Carolina:—

Table No. III.—STATEMENT showing the Rice Crop of South Carolina, its Value and its Distribution.

Years ending 31 August.	Number of Tierces.	Number of lbs. at 650 to Tierce.	Price per lb.	Value of £	Value of Product.		Distribution.		
					Currency.	Sterling.	Consumed.	Exported.	Undisposed of.
			Cents.	Dol. c.	Dollars.	£	Tierces.	Tierces.	Tierces.
1871, 1872, and 1873 the annual average ..	45,587	29,631,550	7¾	5 49	2,260,445	411,738	10,100	35,128	359
1874	44,111	28,672,150	7	5 40	2,007,050	371,676	12,000	31,959	152

Table No. IV.—TABLE showing the Export of Naval Stores from Charleston, in South Carolina, to 31st August, 1874.

Years ending 31 August.	Great Britain.	European Continent.	West Indies.	Coastwise.	Total.	Of which.		Value per Barrel.		Total Value.		Price of a £.	Grand Total Value.	
						Rosin.	Turpentine.	Rosin.	Turpentine.	Rosin.	Turpentine.		Currency.	Sterling.
	Barrels.	Barrels.	Barrels.	Barrels.	Barrels.	Barrels.	Barrels.	Dol. c.	Dol. c.	Dollars.	Dollars.	Dol. c.	Dollars.	Dollars.
1871, 1872, and 1873 the annual average.. ..	48,694	5,894	437	98,623	153,648	102,432	51,216	4 06	19 62	415,874	1,005,114	5 49	1,420,988	258,832
1874	92,908	31,981	404	106,437	231,730	193,459	38,271	2 90	14 50	560,032	554,929	5 50	1,114,961	206,474

Table No. V.—Statement showing the Quantity of Lumber Exported from Charleston to 31st August, 1874.

Years Ending 31st August.	Exported to—							Total.	Price per 1,000 Feet.	Price per £.	Value.	
	Great Britain.	Dominion of Canada.	France.	Spain.	South America.	West Indies.	Coastwise.				Currency.	Sterling.
	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Dols. c.	Dol. c.	Dols.	£
1871, 1872, and 1873, annual average	278,663	456,837	...	138,933	587,773	1,320,588	16,185,732	18,918,526	15 00	5 49	285,000	51,913
1874	...	2,086,911	160,000	267,000	...	186,150	16,912,030	19,568,091	12 50	5 40	250,000	46,296

No lumber was shipped to the Dominion of Canada nor to South America in the years 1871 and 1872, but in 1873, according to the above figures,

Table No. VI.—Statement showing the Trade in Crude Phosphate Rock and its Value for the Year ending 31st August, 1874.

Shipped at—	Destined for—							Retained for Manufacture.	Total..	Price per Ton.	Price per £.	Total Value.	
	Belgium.	Denmark.	France.	Germany.	Netherlands.	United Kingdom.	United States, other Ports of.					Currency.	Sterling.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Dols.	Dols. c.	Dols.	£
Charleston, South Caarolina ...	45	...	565	100	125	6,848	31,930	18,000	57,613	7	5 40	403,291	74,683
Bull River and neighbourhood		4,050	...	...	...	20,807	30,045	...	54,902	7	5 40	384,314	71,169
Totals	45	4,050	565	100	125	27,655	61,975	18,000	112,515	...	...	787,605	145,852
The like in 1873	...	1,587	80	...	...	25,368	32,168	20,000	79,203	...	...	...	99,894
Increase in 1874	...	2,463	485	100	125	2,287	29,807	...	33,312	...	...	...	45,958

Table No. VII.—Products* exported from Wilmington, North Carolina, to December 31, 1874.

Articles.	Average of Years 1871, 1872, and 1873.						1874.					
	Measures.	Quantities.	Prices.	Exchange per £.	Aggregate Value.		Measures.	Quantities.	Prices.	Exchange per £.	Aggregate Value.	
					Currency.	Sterling.					Currency.	Sterling.
			Dol.	Dol. c.	Dol.	£			Dol.	Dol. c.	Dol.	£
Spirits of turpentine	Barrels ...	127,512	19¼	5 49	2,454,606	447,105	Barrels ...	125,925	15	5 40	1,888,875	349,791
Crude turpentine	,, ...	13,998	3⅛	,,	43,738	7,967	,, ...	15,595	2¾	,,	42,885	7,941
Rosin	,, ...	617,806	3⅞	,,	2,393,999	436,065	,, ...	689,289	2¾	,,	1,895,544	351,027
Tar	,, ...	35,891	3⅜	,,	121,131	22,064	,, ...	68,619	2⅛	,,	145,815	27,002
Pitch	,, ...	6,533	2⅝	,,	17,148	3,123	,, ...	7,483	2⅝	,,	19,642	3,637
Cotton yarn	Bales	260	80	,,	22,100	4,025	Bales	1,121	80	,,	89,680	16,607
,, sheeting	,, ...	1,520	131	,,	199,120	36,269	,, ...	2,378	131	,,	311,518	57,688
Pea nuts	Bushels ...	77,097	2⅜	,,	183,105	33,352	Bushels ...	33,562	2	,,	67,124	12,430
Lumber...	Per 1,000 feet	20,802,599	16½	,,	343,099	62,495	Per 1,000 feet	14,229,325	16½	,,	234,778	43,477
Shingles	Per 1,000 ...	6,219,365	6½	,,	40,423	7,363	Per 1,000 ...	8,520,213	6½	,,	55,380	10,255
Staves	,, ...	334,965	25	,,	9,375	1,708	,, ...	194,585	25	,,	4,875	903
Total	...	...	...	...	5,827,844	1,061,536	...	...	...	...	4,756,116	880,758

* N.B. Cotton is excepted, being included in Table No. I.

Table No. VII.—continued.

	1874.		
	Measures.	Quantities.	
Flour	Barrels	261	These are reported as having been exported as articles of produce and manufacture during the year 1874 in the measures and quantities stated, but they have not been quoted in the Wilmington price currents, and their value, therefore, has not been ascertained.
Rice	Casks	298	
Yarn	Bales	1,121	
Tobacco	Packages	714	
Iron and ores	Tons	8,741	
Juniper bolts	Number	110,476	
Cotton ties	„	400	
Cow peas	Bushels	825	
Railroad cross ties	Number	22,898	
Blackberries	Barrels	617	
Paper stock	Bales	332	
Tallow	Casks	120	
Eggs	Barrels	175	
Rags	Bales	399	
Hides	„	3,570	
Beeswax	Barrels	285	
Cane fibre	Bales	1,609	
Molasses	Hogsheads	568	
Leather	Rolls	683	
Shooks	Bundles	2,714	
Wool	Bales	138	
Whiskey	Casks	145	
Kaolin	„	127	
Rosin oil	Barrels	133	
Empty kegs and barrels	Number	3,261	
Spirits	Cases	376	
Tar	„	717	

Shipping and Navigation.

The practice of employing British shipping in trade with this consular district continues greatly to increase.

The additional shipping employed in the year 1873 over the average of the previous three years and that of 1874, over the same are subjoined in contrast, viz. :—

	1873.	1874.
Excess of vessels	79	120
„ tonnage	33,696	68,595
„ value of exports	795,476 dol.	2,219,394 dol.

The following tables, VIII., and IX., furnish the particulars as to the years 1872, 1873, and 1874.

Table X. of report from this Consulate of 28th January, 1874, may be referred to for like information for previous years.

Table No. VIII.—Return of British Shipping with the Consular District of North and South Carolina in 1874.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.									Cleared.								
Names of Ports.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.	Name of Ports.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
								£									£
Charleston	30	40	70	11,919	24,251	36,170	773	40,450	Charleston	92	...	92	47,420	...	47,420	1,142	2,516,690
Wilmington... ...	9	4	13	1,720	987	2,707	108	7,436	Wilmington ...	36	...	36	9,205	...	9,205	322	89,869
Beaufort, S. C., and adjacent estuaries	2	13	15	866	8,606	9,472	202	16,225	Beaufort, S. C., and adjacent estuaries	60	...	60	39,859	...	39,859	896	129,611
Total	41	57	98	14,505	33,844	48,349	1,083	64,111	Total	188	...	188	96,484	...	96,484	2,360	2,736,170

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.									Cleared.								
Names of Ports.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargeos	Names of Ports.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
								£									£
Charleston	6	54	60	1,012	28,516	29,528	717	16,100	Charleston	30	10	40	15,881	5,910	21,791	516	684,399
Wilmington... ...	3	33	36	631	9,306	9,937	320	4,649	Wilmington... ...	15	...	15	3,590	...	3,590	117	19,460
Beaufort, S. C., and adjacent estuaries	2	52	54	739	31,374	32,113	774	800	Beaufort, S. C., and adjacent estuaries	5	1	6	1,690	654	2,344	60	26,150
Total	11	139	150	2,382	69,196	71,578	1,811	21,549	Total	50	11	61	21,161	5,564	27,725	693	730,009

Table No. IX.—STATEMENT to show the continued Increase of Trade and of the Employment of British Vessels in the Consular District of North and South Carolina.

ENTRANCES.

In Years.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
								£
1872 ...	47	90	137	15,839	44,143	59,982	1,409	123,235
1873 ...	54	153	207	21,980	63,048	85,028	2,344	112,624
1874 ...	52	196	248	16,887	103,040	119,927	2,894	85,660

CLEARANCES.

In Years.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
								£
1872 ...	126	4	130	54,011	2,413	56,424	1,471	1,389,578
1873 ...	190	6	196	72,829	4,733	77,593	2,173	2,042,261
1874 ...	238	11	249	117,645	6,564	124,209	3,053	3,466,179

Operations are being carried on at this time for the purpose, of deepening the entrance to the harbour of Charleston, and in order to present with accuracy their results to the present time, application has been made to Mons. Maillefert, a sub-marine engineer, with whom the City Council of Charleston have contracted for the execution of the work.

Mons. Maillefert furnishes the following statement, viz. :—

"In 1872 I began operations in this harbour under various contracts with the U.S. Government, under the supervision of Major-General Q. H. Gilmore, of the U.S. Engineer Corps, and continued until the present date. During that period I have removed from the bottom of the harbour six heavy iron-plated gunboats, viz., the 'Patapsco,' the 'Wechawken,' the 'Keokuck,' all U.S. Monitors, the 'Palmetto State,' the 'Chicora,' and the 'Charleston,' Confederate rams; also the U.S. gunboat 'Housatonic,' six blockade runners, and a number of torpedo boats, altogether twenty-three, all of which impeded navigation.

"Under the same authority I have removed a large portion of what is known as the Bowman Jetty, on Sullivan's Island, which consisted of a dike of granite blocks, running towards the sea and at right angles to the beach channel, a distance of 700 feet, the removal of this has so far caused the channel to be deepened, that a vessel drawing 17 feet can now safely go through at mean high water.

"In order to render this harbour accessible to all classes of vessels, it became necessary to open a passage through the bar, but this was attended with many difficulties, in the first place the work has for many years past been looked upon as impracticable owing to a certain theory, formed by scientific men, that the whole basin of this harbour consisted of a bed of phosphate rock, then there were several unsuccessful attempts made before the late war, and finally there was no probability of any appropriation from the General Government being got to meet the necessary expense. In this emergency I prevailed on the Chamber of Commerce and the City Council to contract with me to open perma-

nently the Pumpkin Hill Channel, so as to give a depth of 20 feet mean high water. Operations were begun on the 3rd of October last, with a steam-pump, provided with the necessary suction hose, drags, &c., fixed on board a steamer. With this I have been so far successful, that 76,000 cubic yards of material have already been removed from a surface 1,300 yards long by 150 yards wide, deepening the bar 2½ feet; so that it is now safe to say that any vessels drawing 17½ to 18 feet can come in or out during any ordinary high water.

"It is now the intention of the U.S. engineer in charge of the works to continue these improvements until the Harbour of Charleston will have few equal to it on this continent.

"I am, &c.,
"B. Maillefert."

With reference to the operations in progress for deepening the entrance to the Cape Fear River, in regard to which particulars were given in the last report from this Consulate, the following extract from the report of the committee supervising the Harbour Improvements at Wilmington, dated the 19th January, 1875, the result of a careful examination made during the preceding week, is given for general information, viz.:—

"From all the lights before us, we have no hesitation in saying that vessels of 15½ feet draught can pass in and out with ease upon ordinary high tides, and upon spring tides 1 foot more may pass with perfect ease, while ordinary vessels of 12 feet may beat through at will.

"This class of vessels, which includes our regular lines of steamships, need not be detained by tides anywhere between Wilmington and the ocean."

Agriculture.

Little is to be added to previous reports on this subject save this, that wages for unsatisfactory labour continue high, while, on the other hand the prices for products have declined, and the planters contend with increased embarrassment. See Report, 1873, p. 681.

Population and Industries.

In some places immigrants from Europe have added to the labouring community, the new comers being chiefly German, but the flow of immigration to the present time has not been in sufficient volume to exercise any perceptible influence beyond the immediate localities in which the immigrants have settled.

The following extract from an Annual Report of the Registrar for the City of Charleston, just presented, furnishes an interesting statement in regard to the mortality to which the different races inhabiting that city are subject. After some remarks upon the subject of small-pox and the necessity of compulsory vaccination, he proceeds as follows:—

"The next and most terrific disease which destroys the coloured population to a great extent is consumption. From exposure, night revelling, and dissipation of all kinds, want of proper nutrition, clothing and bedding, the young and middle-aged contract pneumonias and catarrhs, which finally terminate their lives by consumption. Previous to the war consumption among the blacks was of rare occurrence, and then only among the well marked scrofula diathesis of the African descendant. Since the war, each year has recorded the ravages of consumption among this portion of the population. Time alone will

perhaps check this fatality. As this class become more educated, more enlightened by religious and moral culture, and learn to improve their temporal condition by industrious labour, we may expect a change in the mortality of the coloured race.

In 1872 the number of deaths from consumption was	64
In 1873 „ „ „	54
In 1874 „ „ „	98
Total	216

The last year the proportion of whites was	29
„ „ blacks and coloured was	69
Making a total of	98

"The same ratio applies to 1872 and 1873.

"The philanthropist and religious humanity in general, must deplore the sad fate of this race, and unless greater efforts are made in their behalf, the destiny of the American Indian awaits them, as will appear from the next classification of stillborns. The destruction of these "innocents" by accident or intention is appalling to a civilized community.

The number of whites stillborn was	26
„ blacks and coloured	147
Total	173

"And I have every reason to believe that a large number are put away in vaults, gardens, and rivers. With such a sacrifice of coloured children the race must decrease and disappear, as will be readily seen in the mortality of children under five years of age.

White children under 5 years of age	304
Black and coloured under 5 years old	642
Total of both races under 5 years	946

"The mortality of last year, as I observed, is larger than previous years, as follows, viz.:—

Adults, white males	375	
„ females	343	
	—	718
Adults, black and coloured males	620	
„ „ females ..	610	
	—	1,230
Total adults and children of both races ..		1,948

It will be seen that the number of white adults was ..	414
Number of white children	304
Total whites	718

The number of black and coloured adults was	588
„ „ „ children was	642
Total	1,230

Grand total of whites	718
„ black and coloured	1,230
Grand total for year .. „ „ ..	1,948

"The next classification of interest to show the health of Charleston is fevers, viz.: Fevers of all kinds, remittent, congestive, intermittent, typhoid and yellow fever, as reported, were 117; deduct from this the Calhoun street yellow fever, 40, and there remains 77.

Of this number there were whites	35
„ „ coloured .. „ „	42
Of yellow fever, whites „	37
„ coloured	3
Total	117

"Ratio of deaths:—

Whites, estimated at 24,000	1—33·43
Blacks and coloured, estimated at 26,000 ..	1—21·14
Total ratio of both races at 50,000	25·66"

The establishment of additional mills for the manufacture of cotton may be noted, and especially the establishment of gins propelled by steam for the extraction of the seed from the cotton. These have sprung into existence, and are to be found everywhere throughout the cotton region. The cotton as picked is sent from the field to the gin, where, for toll, it is prepared and packed for transportation. In former times the cotton as picked was stored on the plantation, until, by reason of rainy weather, the labourers were taken from the field and employed in the gin house; now the picking and ginning are almost simultaneous operations, a circumstance which, it is believed, accounts for the heavy receipts of cotton which are now reported at the different cotton shipping ports during the earliest portions of the cotton year, viz., from September to Christmas.

The power used for the gin is at other seasons made use of for threshing wheat and grinding corn—Indian corn or maize.

Public Works.

The expectation rather than the accomplishment of works of great public utility, is all that can be reported in connection with the prospect of a deeper entrance to the harbour, spoken of under the head of shipping and navigation; the extension of the railway system through the Appalachian Mountain Chain, so as to establish direct and almost air line communication with Chicago and Cincinnati is seriously entertained; and work is progressing upon several sections of the line which is designed to connect the railways of the Atlantic Slope with the railways of the Mississippi valley.

At the city of Charleston nothing worthy of special report has transpired.

There is in use the water arising from the artesian well, and for the purpose of preserving, for future reference, a most interesting account of the boring of that well to a depth of 1,145 feet, it is here given: the breaking of implements, the difficulty of extracting the broken parts, the occurrence of the civil war, and the general impoverishment incident thereto, and perhaps other causes, have contributed to prevent the further prosecution of a most desirable and useful undertaking.

"*The Artesian Well.*

"History of the difficulties encountered in the work. An interesting Account of the Methods and instruments used in effecting the Great Bore. An old but important Paper.

"Comparatively few of the present generation in Charleston have any adequate appreciation of the difficulties and obstacles that had to be overcome in boring the Charleston Artesian Well. From the issue of the 'Annals of Science' for November, 1853,—a publication long since out of print, and exceedingly rare,—we copy the following elaborate and interesting chapter, contributed by the Rev. P. N. Lynch now bishop of Charleston, whose interest in scientific matters is well known.

"'*The Charleston Artesian Well.*—This well, commenced in 1848 by Mr. Andrew Welton, under the authority of the City Council, is the fifth effort in Charleston to procure good water by means of an artesian well. In 1824 one was undertaken under the same authority, and sunk to the depth of 335 feet, when the iron rods twisted off in the well and could not be extracted. In 1826 (?) a second effort was made by private enterprize, and soon abandoned for want of means. In 1846, Capt. Bowman undertook one at Fort Sumpter, in the harbour, under the authority of the General Government. The appropriation giving out, this work was suspended after attaining the depth of 360 feet. In 1847 another was commenced in the city, and was sunk 289 feet. The following year the City Council engaged the services of Mr. Welton, who had bored many wells in Alabama and other south western states with great success. He preferred to commence anew. From that time the work has been perseveringly followed up, with only such delays as were necessary for obtaining tubes, and the well has obtained a depth of 1,145 feet. Few wells have presented so many difficulties, or called for greater courage and skill in the engineer. The superficial soil of Charleston is a loose alluvial sand about twenty feet thick, the lower half of which is saturated with water. Beneath this lies a stiff, compact clay (postpleiocene) gradually passing into sand likewise water-bearing, and about forty feet thick. At sixty feet below the surface, the firm eocene marl is encountered, the various strata of which are, in the aggregate, 650 feet thick. Beneath these, and differing but little from them in mineralogical character, lie the cretaceous strata of as yet unknown thickness. Both the eocene and the cretaceous strata consist of alternating layers of hard limestone, firm marl, sand stones and loose sand, seldom containing less than 20 per cent. of carbonate of lime. Mr. Welton has had to chisel his way through not less than fifty-four rocks, varying from 10 inches to 12 feet in thickness, and amounting, in the aggregate, to about 250 feet. Cast iron tubes, of 6 inches internal diameter were at first sunk 80 feet to exclude the superficial and the postpleiocene sands. But as these succeeded in gradually working their way downwards, passing under the mouth of the tube and into the well, the tubes were sunk deeper at various times, until finally they rested firmly on a thick rock 230 feet deep. Below this point the alternations continued, and generally underneath a large and hard rock a bed of loose sand was found, which poured into the well. Such a bed the engineer at first strove to exhaust—that is, to draw out with the bucket all the sand that would run in and impede the work. By this operation, repeated at various points, the well finally consisted of a series of chambers, some perhaps of several feet in diameter, one below the

other, and all connected together by the narrow neck-like passage of the well, 3½ inches diameter, through the intermediate rocks. At 700 feet, the sands ran in so steadily and in such quantities, that no progress could be made. The engineer generally found the well 50 or 100 feet, sometimes 140 feet less deep in the morning than he left it the preceding evening. After toiling in vain for a long time to exhaust the streams, it was determined to shut them out by a system of tubing. To do this the passage through all the rocks had to be opened from 3½ to fully 5 inches in diameter. This was done. At the depth of 470 feet, there was a rock on which the tools had generally impinged, and which caught the tubes. Withdrawing these, that passage was worked over again. It appeared that a nodule in the rock projected into the passage, and had always driven the tools in an oblique direction. It was at length broken off. Below this rock was a large chamber, and the tools now entering it, without losing their perpendicularity, struck the bottom a little on one side of the bore previously made, which they never could be afterwards induced to enter. From this point down, the whole work had to be done over again. This was finally effected, and sheet iron tubes were sent down to 1,020 feet; but again the sands came in and filled the well for over a 100 feet. The tubing, several hundred feet of which had been sent down, was found too light and unmanageable. The engineer resolved to withdraw it, and insert instead wrought iron tubes, 4⅞ external and 4 inches internal diameter, screwed together so as to form one continuous tube from the bottom of the well to the surface of the earth. This was the largest size which the somewhat warped cast iron tubing at top would allow to pass through. Twenty-four feet of the light tubing obstinately refused to be extracted, and remained fixed in the well more than 700 feet below the surface. Nothing daunted, the engineer thrust a portion of it aside into the chambers, and cut his way through the rest; and has finally succeeded in sinking the wrought iron tubes to the depth of 1,102 feet, and has bored 43 feet lower still. In sinking these tubes, which generally followed a few feet behind the auger or chisel, little difficulty was met save from the rocks. When one of these was encountered, the tube was arrested, if possible, a foot or eighteen inches above its surface, and a tool invented by Mr. Welton was sent down, which could be opened when on the bottom, so as to cut a hole 5 inches diameter, and which could be closed at pleasure so as to be withdrawn again through the narrow passage of the tube. At times the tube would rest immediately on the rock, or would be caught by some protuberance while passing through it. In this case the tool referred to was not sufficient, for it could open out only at a certain distance below the mouth of the tube, which it would therefore leave standing on a ledge. Here, the engineer, having drilled a 3½ inch hole entirely through the rock and into the softer stratum below it, sent down another tool, closed during its descent, and made to open out below the rock, and to cut a passage through it of the requisite size, from the bottom upwards to the mouth of the tube. This done the tool could be closed and withdrawn. None of these tools caused any embarrassment, or failed to effect their purpose, although worked with a handle over a thousand feet long. Notwithstanding the use of the most perfect tubes that could be procured, the sands still continued to give annoyance. As the rods were withdrawn they would rush in from below the water, to fill the vacant space, sometimes filling the well to the depth of 60 feet almost instantaneously. This was remedied by building a reservoir at a sufficient height, from which, as the rods were withdrawn, the water was let into the well, so as to produce a downward current through the pipes

Such a current was likewise made use of, at times, to start the sands packed about the mouth of the tube, and allow it to proceed. The lateral pressure on the tubes has rapidly increased as they descend, requiring a powerful leverage and heavy blows of a rammer to force them down. When started, however, they frequently descend very easily until arrested by a rock. The present system can scarcely be sunk any lower, for, although the bottom is free, so great is the lateral pressure, that the tubes cannot be started by a power under which the joints show signs of giving way. Other tubing of such a size as to be let down inside of the present system will be speedily procured, when, it is hoped, the work will again be prosecuted with vigour.

"'A brief notice of the principal tools may not be out of place. The rods used are of pine, about 3¼ inches diameter and 30 feet long, tapering at their extremities, where they are armed with iron heads bearing screws. The tool to be used is screwed to a rod, and both are let down into the well until only one end of the rod bearing a small screw, projects above the mouth of the well, where it is firmly held by an iron catch or yoke, beneath a suitable iron band on the screw. A second rod is then screwed to the first one, and is similarly let down and caught. A third is screwed to the second, and so on until the bottom is reached. The upper rod is held suspended either wholly or in part, as the engineer desires, by a movable pulley, and bears a cross bar or handle, by means of which the workmen may turn the rods and tools as they please. The chief tool is the auger, used for boring clays, marl, or any consistent layer not of stony hardness. It is exceedingly simple and ingenious. A steel blade an inch wide and half an inch thick, slightly tapering towards one extremity, is twisted like an auger, and terminates in two cutting edges, like those of a drill for boring iron. About 6 inches above the point, two bits like those of a plane are securely fastened, one on each side of the central bit, and are inclined at an angle of 45 degrees, so as to fit exactly its auger-like twist of the blade; the upper extremities of those bits are extended backwards horizontally, so as to give some support to the load when packed above the auger. The upper portion of the central blade terminates in a strong tube with a screw. The auger thus made is screwed to a metal tube 18 or 20 feet long, and this again is screwed to the lowest or first rod. The earth cut by the side bits in shavings ascend their inclination, and is gradually packed around the stem. In a tenacious soil, such a load soon becomes an air and water tight piston in the well, which cannot be extracted from a great depth without a great risk of breaking tools and machinery. In Mr. Welton's auger (patented by him and Mr. Cooper, his former partner in Alabama), this difficulty is admirably obviated. The stem or metal tube above the auger, has three or four suitable orifices near its top. As the load is raised the water above enters into these, passing down through the stem and upper portion of the auger, and issues through two apertures beneath the side bits into the cavity under the load. By a dexterous manipulation of this instrument, in a suitable soil, 10 feet may be bored, and the entire load brought up at a single insertion of the auger. Where rocks are encountered, the chisel must be used. This is made in the usual form, and is rendered weighty by the use of one or two iron rods to which it is screwed. A slip link 2 feet long unites this tool to the wooden rods, which are so suspended that when the chisel is on the bottom, the chisel has 5 or 6 inches play. The upper rod is raised, say 2½ feet, by which the slip link is tightened, and the chisel is raised 2 feet. The whole is let fall, the chisel strikes the rock, the rods continue their descent for 6 inches more, and thus escape the shock of the

concussion, which would otherwise quickly shatter their joints. The detritus of the rocks chipped by the chisel, or the mud or sand that collects in the bottom of the well, is extracted by a copper tube or bucket 20 feet long, of nearly the same diameter as the well, and having a valved bottom. This is likewise the most efficient tool for penetrating loose sand, provided the tubing of the wall is made to keep pace with it. The eccentric chisel and various other tools for enlarging the well, and the instruments for extracting broken rods, lost tools, &c., are equally ingenious and efficient. A description of them, however, would be tedious, and perhaps not easily made intelligible without drawings.

"'The Charleston Basin is formed by a depression in the cretaceous strata as they descend the Atlantic slope and pass under the waters of the Atlantic. Its narrow diameter or minor axis, from near Georgetown to Beaufort, is a little over 100 miles along the coast, northeast and southwest, while the semi-major axis, from Charleston to Lexington, is about 120 miles. To the northeast, the cretacious strata crop out; to the southwest the lower eocene beds, immediately over the cretacious strata, are seen on the surface, while to the northwest the sand and tertiary clays lie on the granite. It was originally hoped that the lowest tertiary stratum under Charleston would be a water-bearing sand, the continuation of that which, on the northwest edge, immediately overlies the granite, and is traversed by the chief river of the State. This has not been realized. The lowest tertiary stratum proved to be, under Charleston, an argillaceous marl, in which little or no water was found. We are now boring to reach those cretaceous sands, which are exposed on the northeast edge of the basin, and which in Alabama yield a plentiful supply of water to several hundred wells. So far several streams of water have been met, the lowest of which rose in the tubes 10 feet over the surface. Of the geological results of the well, nothing may be said here; the fossils it has yielded will find an appropriate place in the forthcoming work of Professors Tuomey and Holmes. The temperature of the well has been examined from time to time as the work progressed. For this purpose we used a Six's registering thermometer, obtained from Pike, in New York. With the first, the temperature at the depth of 900 feet was repeatedly taken, and found to be 82½ degrees F. This instrument appeared to be in nowise deranged by its submersion in water to such a depth. We compared it repeatedly with the best thermometers in this city, during and after the trials. Unfortunately it was afterwards accidentally broken. Another was obtained from the same source, which was not tested or compared with other thermometers by us before it was submerged. The first experiment was again to try the temperature at the depth of 900 feet. The index marked 82½ degrees F. as before. Some time afterwards, other experiments were made at various depths, with erratic and uncertain results. A careful comparison of it with other instruments shows that now it permanently marks 12 degrees above the real temperature. The reputation of the maker, and the first trial by myself, giving a true answer, satisfy me that it was then accurate. Is the present error due to the pressure of the column of water in the well? I am informed that at sea such a submersion would shatter the glass. In the well we could handle it more gently. It was guarded by a tin cylinder, and let down and hauled up by hand with all possible delicacy and caution.

"'The following interesting table of the temperature of the well, at various depths, has been prepared by Prof. Wm. Hume, of the State Military Academy. My own experiments coincide with it as far as they go.

	Degrees Fahrenheit.
"'At the surface, the temperature of the water is	68
50 feet, the temperature is	68*
100 " "	68
200 " "	70
300 " "	71½
400 " "	72
500 " "	73½
600 " "	74½
700 " "	76½†
800 " "	80
900 " "	82½
1,000 " "	84
1,065 " "	86
1,106 " "	88

"'The imperfect character of the instrument renders these results somewhat uncertain. From this table it will be seen that the increase of temperature by no means tallies with the increase of depth. The greatest increase of temperature seems to occur about those places at which streams of water were encountered, and the variations may be due to the fact that the well passed through some as they descended from a higher and less heated, and through others as they ascended from a lower and hotter level; and while the waters of both classes were still to some extent influenced by their previous temperature. The average rate of increase of temperature 1 degree F. for every 52½ feet agrees with the results heretofore obtained in other wells. We hope soon to verify this table by the use of a delicate and more reliable metallic thermometer, such as is used in the deep sea soundings of the United States Coast Survey.

Charleston, February 9, 1875.

* At 58, eocene commences.
† at 708, the cretaceous commences.

GALVESTON.

Report by Consul Lynn on the Trade and Commerce of Galveston for the Year 1874.

The statistical returns in the present annual report show a noteworthy increase in the trade at the port of Galveston, and although the industry of the people continues to be mainly employed in agricultural pursuits, yet it may be presumed that, as the population of the district is annually augmented by a large influx of emigrants of various nationalities, other industries may arise from the capital and labour so introduced.

During the past summer deputations from the neighbouring States of Missouri, Kansas, Nebraska, and Colorado, arrived at this port for the purpose of making arrangements for the exporting of grain, and in return, a committee, appointed by the merchants in Galveston, visited the chief cities in the wheat growing regions of this and the adjoining States. The result has not fulfilled the sanguine expectations then entertained that wheat and flour could and would be exported on conditions which would insure the success of the enterprise.

In the table of exports it will be seen, that only 12,330 bushels, forming part cargo of one vessel, have been shipped, but though the adventure was then discontinued it cannot be said to be abandoned. It will probably be renewed when the necessary requirements for handling this product, such as elevators, for loading and unloading, have been built, and more favourable terms for transportation by rail have been arranged.

Trade and Commerce.

Receipts and Exports of Cotton during the Years ended August 31.

	Number of Bales.		
	1871–2.	1872–3.	1873–4.
Received at the port of Galveston ..	187,871	328,321	363,402
„ other ports in Texas ..	10,853	10,448	25,643
On hand and on shipboard not cleared ..	10,490	4,681	4,889
Total	209,214	343,450	393,934
Exported to Great Britain	103,661	170,711	202,420
„ ports in America	87,174	128,169	115,046
„ France	525	6,100	22,578
„ other ports in Europe ..	12,411	32,584	48,406
„ Mexico	762	997	979
On hand and on shipboard not cleared ..	4,681	4,889	4,505
Total	209,214	343,450	393,934

The receipts of wool at the port of Galveston during the year ended August 31, 1874, have been 5,976 bags of 500 lbs. each, against 3,873 bags received for the same time during the previous year, and of hides 369,155 against 460,854 during the previous year.

Exports from the Port of Galveston in the Year 1874.

Names of Articles.	Weights or Measures.	Quantities.	Invoice Value.
			£
To Great Britain.			
Cotton	Bales	272,797	3,531,524
Hides and peltry	..	..	3,264
Oil cake	Lbs.	1,795,066	3,641
Cotton seed oil	Gallons	3,886	244
Preserved meat	..	..	38 364
Tallow	Lbs.	989,676	11,754
Bees'-wax	„	1,117	57
Wheat	Bushels	12,330	2,860
„ flour	Barrels	2,374	2,854
Horns	..	..	195
Wood, and manufactures of	..	..	170
Wool	Lbs.	568	42
Cotton seed	„	15,000	25
Sundries	..	..	25
Total	..	..	3,595,019
To Germany.			
Cotton	Bales	21,211	263,612
Hides and peltry	..	..	37
Bees'-wax	Lbs.	402	17
Wines	Gallons	90	22
Total	..	..	263,688
To France.			
Cotton	Bales	20,124	271,587
To Holland.			
Cotton	Bales	3,929	34,827
To Norway and Sweden.			
Cotton	Bales	1,330	17,370
To Spain (Cuba).			
Neats	..	20,011	58,682
Swine	..	419	620
Sheep	..	175	93
Total	..	..	59,393

Names of Articles.	Weights or Measures.	Quantities.	Invoice Value.
			£
To Mexico.			
Fancy goods	..	..	72
Glass, manufactures of	..	..	81
Hides and skins	..	..	180
Iron and steel, manufactures of	..	..	911
Provisions	..	..	76
Sugar	Lbs. ..	780	21
Wood, manufactures of	..	..	3,938
Total	..	..	5,279

Comparative Table of Exports from the Port of Galveston.

	1874.	1873.
	£	£
To Great Britain	3,595,019	2,439,204
Germany	263,688	180,226
France	271,587	78,157
Holland	34,827	168,360
Austria	..	29,452
Russia	..	47,875
Norway and Sweden	17,370	..
Spain (Cuba)	59,395	44,411
Mexico	5,279	..
Total value of exports	4,247,165	2,987,685

Imports at the Port of Galveston in the Year, 1874.

Names of Articles.	Weights or Measures.	Quantities.	Invoice Value.
			£
From Great Britain.			
Ale and beer	Gallons	24,036	5,710
Chemicals and drugs			723
Coal	Tons	2,252	1,841
Copper, manufactures of			274
Cotton			16,807
Earthen and chinaware			7,505
Fancy goods			1,415
Fish, Sardines, &c.			285
Flax, hemp, and jute, manufactures of			1,175
Fruit of all kinds			575
Glass, manufactures of			558
Iron, pig	Lbs.	114,240	306
Iron and steel, manufactures of			28,878
„ railroad	Lbs.	5,600,074	26,909
Lead, pig	„	11,288	112
Leather, manufactures of			294
Marble and stone, manufactures of			180
Musical instruments			731
Paints, white lead, &c.			116
Portland cement	Barrels	1,300	823
Provisions			236
Salt	Bags	132,031	14,564
Silk, manufactures of			1,151
Spices			196
Tin	Cwt.	3,710	7,146
Spirits	Gallons	2,504	875
Tiles, paving	1,000	226	1,686
Wine	Gallons	3,824	795
Wood, manufactures of			125
Wool „			3,291
Zinc	Lbs.	6,742	93
Sundry articles			1,365
Total			126,740
From Germany.			
Ale and beer	Gallons	4,870	848
Brick	1,000	185	348
Chemicals and drugs			26
Cotton, manufactures of			9
Earthen and chinaware			40
Fancy goods			78
Flax, hemp, and jute, manufactures of			9
Glass, manufactures of			444
Leather „			160
Marble and stone, manufactures of			570
Musical instrument			41
Provisions			11
Silk, manufactures of			12
Spices			1
Vinegar	Gallons	25,257	872
Spirits	Doz. bottles	85	92
Wine	Gallons	480	151
Wood, manufactures of			86
Wool, „			12
Sundries			329
Total			4,109

Names of Articles.	Weights or Measures.	Quantities.	Invoice Value.
			£
From Spain (Cuba).			
Fruit	..	..	80
Cigars	1,000 ..	509	447
Sundries	..	..	7
Total	..	..	534
From Brazil.			
Coffee	Lbs. ..	3,311,138	119,856
Sundries	..	..	74
Totar	..	..	119,930
From Mexico.			
Coffee	Lbs. ..	16,865	822
Fruit	..	..	772
Fustic	Tons ..	110	603
Honey	Gallons ..	3,089	190
Molasses	„ ..	23,085	1,167
Silver bullion	..	..	2,528
Spices	..	..	8
Sugar	Lbs. ..	80,724	726
Vanilla beans	„ ..	70	122
Wood, manufactures of	..	..	714
Sundries	..	..	78
Total	..	..	7,730

Comparative Table of Imports at the Port of Galveston.

	1874.	1873.
	£	£
From Great Britain	126,740	262,436
Germany	4,109	4,918
Brazil	119,930	189,487
Spain (Cuba)	534	66
Mexico	7,730	360
Total value of imports	259,043	457,267

Market Prices at the Port of Galveston in 1874 at the Average of Exchange.

Names of Articles.	Quality.	Quantity.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
			s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Bacon	Clear	Lb. ...	0 4½	0 4⅝	0 4½	0 5	0 5½	0 5¼	0 5½	0 6½	0 7¾	0 7¼	0 6½	0 6¾
Bagging	India	Yard ...	0 5¼	0 5	0 5	0 5	0 5	...	...	0 5½	0 5½	0 6½	0 5	0 5
,, ...	Kentucky ...	,, ...	0 7	0 7	0 7	0 7	0 7	...	...	0 7½	0 7½	0 6½	0 6½	0 6¼
Butter	Northern	Lb. ...	1 6	1 7	1 9	1 8	1 6	1 4	1 4	1 4	1 4	1 5	1 6	1 6
Coffee	Prime	,, ...	1 2	1 1½	1 1½	1 0	1 0	0 11	1 0	0 11½	0 10½	0 10	0 9¾	0 9¾
Cotton	Good ordinary ...	,, ...	0 6¼	0 6	0 6¼	0 6¾	0 7	0 6¾	0 6¾	0 6¾	0 6	0 6	0 6	0 5¾
Corn	Indian	Bushel ...	3 10	4 1	4 0	4 0	4 8	4 3	4 0	4 2	4 4	4 9	4 2	3 9
Flour	XXX	Barrel ...	31 8	32 8	31 8	30 9	30 3	29 10	28 11	28 0	23 9	23 4	23 4	22 2
Hides	Dry	Lb. ...	0 8	0 7	0 8	0 8	0 8	0 7	0 7½	0 8½	0 8½	0 8½	0 9	0 8
Pork	Mess	Barrel ...	65 3	65 3	65 3	66 2	68 3	76 6	...	102 7	100 0	100 9	100 9	100 0
Potatoes	...	,, ...	16 9	15 10	14 11	14 0	14 0	15 0	19 7	17 0	16 6	13 6	13 0	12 2
Rice	...	Lb. ...	0 4	0 4	0 4¼	0 4	0 4	0 4¼	0 4¼	0 4½	0 4	0 4	0 4	0 4
Salt	Fine	Bag ...	7 8	7 8	7 4	6 0	6 10	7 9	7 9	7 4	7 8	7 8	7 6	6 6
,, ...	Coarse	,, ...	5 9	5 6	5 0	4 3	5 3	6 6	6 5	6 1	6 2	6 0	5 9	4 8
Sugar (brown)	Prime	Lb. ...	0 4	0 4½	0 4	0 4	0 4¼	0 4¼	0 4½	0 4½	0 4½	0 4¼	0 4¼	0 4¼
Wool	Medium	,, ...	0 11	1 0½	0 10¾	1 1	0 11	1 0	1 1	1 1	1 1¼	1 1	1 0	1 0

Monthly Rates of Sterling Exchange.

January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
Dol. c.	Dol. c.	Dol. c.	Dol. c.	Dol. c.	Dol. c.	Dol. c.	Dol. c.		Dol. c.	Dol. c.	Dol. c
5 27	5 38	5 41	5 46	5 53	5 42	5 37	5 34	Nominal	5 26	5 28	5 32

Freight by Sail on Cotton per lb. to Liverpool.

January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
d.	d.	d.	d.	d.	d.	d.	d.		d.	d.	d.
0¾	0¾	0½	0½	0½	0½	0½	0½	...	0⅝	0 9/16	0½

Shipping and Navigation.

British and Foreign Ships at the Port of Galveston in the Year 1874.

Entered.

Nationality of Vessels.	With Cargoes.		In Ballast.		Total.		
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Crews.
British...	32	18,685	75	55,783	107	74,468	1,840
German	9	3,375	6	3,845	15	7,220	175
Norwegian	16	5,588	25	10,569	41	16,157	456
Swedish	2	720	2	599	4	1,319	43
Danish	...	...	1	355	1	355	12
Russian	1	600	1	566	2	1,166	28
Spanish	...	...	4	1,202	4	1,202	47
French	...	...	1	285	1	285	11
Dutch	...	...	1	585	1	585	16
Argentine Republic...	...	...	1	582	1	582	16
Total	60	28,968	117	74,371	177	103,339	2,644

Cleared.

Nationality of Vessels.	With Cargoes.		In Ballast.		Total.		
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Crews.
British...	87	64,530	12	6,181	99	70,711	1,822
German	15	7,220	...	...	15	7,220	185
Norwegian	36	14,139	2	809	38	14,948	419
Swedish	4	1,319	...	...	4	1,319	41
Danish	1	355	...	...	1	355	12
Russian	2	1,166	...	...	2	1,166	28
Spanish	3	1,183	...	...	3	1,183	54
Argentine Republic...	1	582	...	...	1	582	16
Total	149	90,494	14	6,990	163	97,484	2,577

The number of vessels engaged in the coasting trade at the port of Galveston, during the year, has been 488, exclusively American, having a tonnage of 442,016 tons.

The port-charges have not been materially changed. For compressing bales at $\frac{1}{2}d.$ freight, the rate has been increased $2\frac{1}{2}d.$ per bale, and a corresponding decrease has been made when the freight is $\frac{5}{8}d.$; at $\frac{11}{16}d.$ freight the charge for compressing has been reduced $5d.$ per bale, and $7\frac{1}{2}d.$ per bale when freight is $\frac{3}{4}d.$

Agriculture.

The agricultural products of the district have not varied in their character, cotton continuing to be the chief article of export. Cereals are produced in quantity not more than sufficient to supply the demand of the population in the interior of the State. Flour, Indian corn, oats, bran, and hay, are for the most port obtained for this port from the Western and Northern States.

Population and Industries.

In a communication received at this office from General J. B Robertson, Superintendent of the Bureau of Immigration at Austin, it is stated that the population of the State of Texas is now 1,500,000, and that during the three months prior to the 1st of December 100,000

immigrants had arrived in the State, bringing with them money and property to the amount of 3,000,000*l.*, and also that the extensive deposits of iron and coal that abound in many of the counties throughout the State, have been successfully mined and factories established on their sites.

Agricultural labour commands the same rate of wages as hitherto, namely, 4*l.* to 6*l.* per month, board and lodging included, and skilled artisans continue to receive from 13*s.* to 1*l.* 5*s.* per day, but during the latter part of the year, there has been a greater supply of unskilled labour than the demand required, and the wages of ordinary labourers have declined from 7*s.* 6*d.* to 5*s.* 6*d.* per day.

The population of Galveston has received a large increase during the year, and dwelling-houses can only be obtained at rents ranging from 5*l.* per month, for a small one-storied cottage, to 20*l.* per month for a two-storied house.

Public Works.

An enterprise of magnitude has been commenced by the General Government, having for its object the deepening of the water on the bar at the entrance to this port.

In the annual report for 1869 it was stated, that works had then been commenced at the extreme point of the eastern end of Galveston Island for the purpose of removing the obstruction termed the "Inner Bar."

These works have been continued in the form of a jettee or breakwater beyond the point of the island, and the result has so far answered the expectation of the projectors.

The continuation of the breakwater now under the supervision of the General Government, is by a system of gabions made of interwoven willow or cotton-wood, and then coated within and without with hydraulic cement.

These gabions, 6 feet in height and 6 feet in diameter, are sunk in two parallel lines in the required position and then filled with sand, thus confining the outflow of the tide so as to make it impinge on the bar, and thus, by a scouring process, carrying the deposit into deeper water.

The work, at present experimental, is confined to a ground tier of these gabions reaching from the end of the jettee to the main channel, thus acting only on the underflow, but when completed it will form two walls of such gabions, in height above high water, and extending from Galveston Island and from Bolivar Point to the bar.

The stability and durability of the construction can only be proved by the test of time.

The economical administration of the State Government, and its endeavours to provide for the education of the people, are worthy of notice.

The report of the comptroller states the entire revenue for the fiscal year ended August 31, 1874, to have been 353,814*l.*, and the expenditure 335,605*l.*, for the same period.

The "Permanent School Fund" is stated in the same report to be 491,421*l.*, and the "Available School Fund," or the revenue derived from all resources appropriated for educational purposes, to have been during the year 148,020*l.*, whilst the expenditure was 186,140.

Galveston, February 10, 1875.

MOBILE.

Addendum to the Report by Consul Cridland on the Trade, Commerce, &c., of Mobile, during the Years 1873–4 (*see page* 428.)

Table I.—Shipping and Navigation for the Years 1873 and 1874.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.

	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		£ s. d.
Year 1873 ...	11	10	21	7,219	12,028	19,247	452	23,529 1 11
,, 1874 ...	17	9	26	13,830	9,025	22,855	328	9,027 18 9

Cleared.

	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		£ s. d.
Year 1873 ...	31	...	31	25,599	...	25,599	632	1,088,861 4 9
,, 1874 ...	24	...	24	21,310	...	21,310	447	780,967 12 8

Table II.—Indirect or Carrying Trade in British Vessels from and to other Countries in the Year 1873.

Entered.

Countries whence Arrived.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		£ s. d.
United States ...	0	4	4	0	2,360	2,360	51	...
Germany	0	4	4	0	4,137	4,137	79	...
Brazil	3	1	4	603	215	818	33	34,721 19 6
Danish West Indies...	0	4	4	0	2,577	2,577	58	...
Spanish West Indies	0	5	5	0	2,853	2,853	66	...
Mexico	0	1	1	0	1,699	1,699	61	...
Honduras	1	0	1	53	0	53	6	54 15 4
Total	4	19	23	656	13,841	14,497	354	34,776 14 10

CLEARED.

Countries to which Departed.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes	In Ballast.	Total.		£ s. d.
United States ...	0	4	4	0	2,691	2,691	69	...
Russia	3	0	3	2,139	0	2,139	45	102,965 3 3
Germany	1	0	1	838	0	838	16	44,022 10 9
Spanish West Indies	5	0	5	998	0	998	40	3,331 17 11
Netherlands	1	0	1	174	0	174	8	6,639 6 10
Total	10	4	14	4,149	2,691	6,840	178	156,958 18

Table III.—INDIRECT or Carrying Trade in British Vessels from and to other Countries in the Year 1874.

ENTERED.

Countries whence Arrived.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		£ s. d.
United States ...	0	8	8	0	5,755	5,755	125	...
Germany	0	1	1	0	1,062	1,062	21	...
French West Indies	0	1	1	0	872	872	26	...
Belgium	0	1	1	0	1,697	1,697	30	...
Netherlands	0	1	1	0	582	582	13	...
Brazil	1	0	1	195	0	195	9	21,734 8 9
Spanish West Indies	0	2	2	0	366	366	15	...
Argentine Confederation	0	1	1	0	701	701	15	...
Hayti	0	1	1	0	193	193	7	...
Total	1	16	17	195	11,228	11,423	261	21,734 8 9

CLEARED.

Countries to which Departed.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		£ s. d.
Germany	6	...	6	3,910	0	3,910	86	138,492 3 9
France	4	...	4	2,687	0	2,687	67	77,337 0 5
Russia	2	...	2	2,208	0	2,208	41	93,137 5 2
Italy	1	...	1	375	0	375	12	15,540 0 0
Mexico	1	...	1	207	0	207	10	98 8 9
Hayti	1	...	1	193	0	193	8	686 0 7
Total	15	...	15	9,580	0	9,580	224	325,290 13 8

Table IV.—Table of American and Foreign Entrances and Clearances at the Port of Mobile (exclusive of Steamers and Sailing Vessels navigating the Rivers and Bay) for the Years ending 30th June, 1873 and 1874.

	Arrivals in 1873.			Departures, 1873.		
	Number of Vessels.	Tonnage.	Crews.	Number of Vessels.	Tonnage.	Crews.
From foreign ports, American ...	30	12,952	312	38	18,954	430
,, ,, Foreign ...	60	34,187	897	62	36,644	944
Coastwise, American	123	41,305	1,398	91	22,757	671
Total	213	88,444	2,607	191	78,355	2,045

	Arrivals in 1874.			Departures, 1874.		
	Number of Vessels.	Tonnage.	Crews.	Number of Vessels.	Tonnage.	Crews.
From foreign ports, American ...	42	19,845	450	44	20,313	541
,, ,, Foreign ...	53	33,667	890	41	32,509	884
Coastwise, American	93	28,538	790	79	24,802	723
Total	188	82,050	2,130	164	77,624	2,148

Table V.—Exports of Cotton from Mobile to Foreign Ports in British, American, and other Vessels during the Cotton Seasons of 1872–3 and 1873–4, with Value in United States Currency and Sterling.

	Year ending 31st August, 1873.				Year ending 31st August, 1874.			
	Bales.	Lbs.	Value in dol.	Sterling at 24 dol.	Bales.	Lbs.	Value in dol.	Sterling at 5 dol. 30 c.
			Dol. c.	£ s. d.			Dol. c.	£ s. d.
To Great Britain in British vessels	69,162	34,090,881	6,280,857 30	1,140,760 2 9	55,359	27,537,198	4,204,197 76	793,244 17 2
,, ,, American vessels	27,975	13,628,301	2,320,526 25	421,062 14 11	27,093	13,386,380	1,920,893 70	362,432 15 5
,, ,, other vessels	7,868	3,435,054	752,512 00	136,544 7 2	1,902	932,762	125,992 00	23,772 1 6
Total to Great Britain	105,005	51,154,236	9,359,895 55	1,698,367 4 10	84,354	41,856,340	6,251,083 46	1,179,449 14 1
In American, British, and other foreign ships—								
To French ports	1,073	522,723	89,005 35	16,150 2 11	7,245	3,579,682	513,670 50	96,918 19 2
,, Spanish ports	1,156	563,157	95,890 20	17,399 8 3	4,559	2,252,556	323,233 10	60,987 7 6
,, German ports	6,775	3,360,509	561,986 25	101,973 3 10	10,260	5,069,364	727,434 00	137,251 13 11
,, Russian ports	10,531	5,130,282	873,546 45	157,961 17 6	22,103	10,920,871	1,567,102 70	295,679 15 1
,, Italian ports	...	...	...	...	1,036	513,892	82,880 00	15,637 14 8
,, Netherland ports...	7,590	3,697,514	629,590 50	114,240 2 7	450	222,341	31,905 00	6,019 16 2
Swedish ports	...	...	...	...	2,000	988,180	141,800 00	26,754 14 4
Total to other foreign ports	27,125	13,214,185	2,250,018 75	407,724 15 1	47,653	23,546,886	3,388,025 30	639,250 0 10
Grand total...	132,130	64,368,421	11,609,914 30	2,106,091 19 11	132,007	65,403,226	9,639,108 76	1,818,699 14 11

Table VI.—Value of Foreign Merchandise imported into Mobile from Foreign Countries for the Year ending the 30th June, 1873, and 30th June, 1874.

	Value of Imports year ending 30 June, 1873.	Sterling at 23¼ dol.	Value of Imports year ending 30 June, 1874.	Sterling at 5 dol. 40 c.
	Dol.	£ s. d.	Dol.	£ s. d.
Imports in British vessels ...	315,291	57,441 19 7	316,299	58,573 17 9
,, American and other vessels ...	781,863	142,445 9 6	570,112	105,575 15 11
Total	1,097,154	199,887 9 1	886,411	164,149 13 8

Value of Exports to Foreign Countries from the Port of Mobile during the same Period.

	Value of Exports year ending 30 June, 1873.	Sterling at 23¼ dol.	Value of Imports year ending 30 June, 1874.	Sterling at 5 dol. 40 c.
	Dol. c.	£ s. d.	Dol. c.	£ s. d.
Exports in British vessels ...	7,107,588 24	1,294,912 16 9	5,829,735 95	1,079,580 14 7
,, American vessels...	3,860,636 00	703,359 11 8	3,609,425 00	668,375 0 8
,, other vessels ...	1,406,891 00	256,317 11 5	843,574 00	156,217 8 1
Total	12,375,115 24	2,254,589 19 10	10,282,734 95	1,904,173 3 4

Table VII.—Statement exhibiting the Total Receipts of Cotton at Mobile for the Year commencing the 1st day of September, 1872, and ending the 31st day of August, 1873, and how disposed of.

	Bales.
Stock on hand not cleared 1st September, 1872	963
Received from plantations by railroads, river steamers, and wagons ..	332,457
,, New Orleans by railroads	1,740
Total	335,160

	Bales.
Exported to Great Britain	105,005
,, other countries	27,125
Total exports of cotton from Mobile to foreign ports	132,130
Exported to United States coast ports	197,131
Total number of bales exported	329,261
Burnt and lost in Mobile Bay	97
Stock on hand not cleared 31 August, 1873	5,802
Total	335,160

STATEMENT exhibiting the Total Receipts of Cotton at Mobile for the Year commencing the 1st day of September, 1873, and ending the 31st day of August, 1874, and how disposed of.

	Bales.
Stock on hand not cleared 1st September, 1873	5,802
Received from plantations by railroads, river steamers, and wagons	299,578
„ New Orleans by railroad	2,831
Total	308,211

	Bales.
Exported to Great Britain	84,354
„ other countries	47,653
Total exports of cotton from Mobile to foreign ports	132,007
Exported to United States coast ports	172,222
Total number of bales exported	304,229
Local consumption	80
Stock on hand not cleared 31 August, 1874	3,902
Total	308,211

TABLE VIII.

The following table shows the principal articles, with their measure and quantity brought to Mobile during the years ending the 31st day of August, 1873, and the 31st day of August, 1874.

Articles.	Measure, &c.	1873.	1874.
Bacon	Hogsheads	18,035	17,439
Bagging	Pieces	8,669	14,505
Bale rope	Coils	2,443	2,637
Beef	Barrels	758	572
Bran	Sacks	23,444	22,261
Butter	Kegs	5,185	3,148
Candles	Boxes	6,781	4,393
Cheese	„	9,387	6,664
Coffee	Sacks	63,027	33,180
Corn (Indian)	„	320,045	254,446
Cotton	Bales	334,197	302,409
Coal	Tons	9,403	6,984
Fertilizers	Sacks	3,799	11,047
Flour	Barrels	84,839	75,654
Hay	Bales	19,333	10,454
Iron ties	Bundles	48,847	63,334
Lard	Kegs	31,362	24,220
Lime	Barrels	12,904	12,685
Molasses	„	14,278	8,788
Oats	Sacks	64,405	55,561
Pork	Barrels	12,638	8,280
Potatoes	„	24,621	15,553
Rice	Tierces	1,493	1,111
Salt	Sacks	40,237	63,021
Soap	Boxes	8,663	5,840
Sugar	Hogsheads	4,734	4,290
Tobacco	Boxes	17,763	13,490
Whiskey	Barrels	12,792	10,547

Table IX.

This table shows the principal articles exported from Mobile to foreign countries for the years 1873 and 1874.

Articles.	Measure, &c.	1873.		1874.	
		Quantity.	Value.	Quantity.	Value.
			Dols.		Dols.
Cotton	Bales... ...	132,130	11,609,913	132,007	9,639,108
Lumber... ...	Feet	4,921,769	70,733	4,053,835	56,248
Machinery ...	Boilers ...	4	9,000	...	...
Pitch and Tar ...	Barrels ...	...	...	30	100
Rosin	,, ...	2,150	11,947	12,452	43,068
Shingles ...	Number of ...	11,000	41	187,000	685
Staves	,,	39,350	6,364	53,250	2,273
Turpentine ...	Barrels ...	20	267	20	300
			11,708,265		9,748,782
		at 24	2,124,483*l.* 11*s.* 4*d.*	at 5·30	1,889,393*l.* 4*s.* 7*d.*

Exports from Mobile to the interior of the United States during the Years 1873 and 1874.

Articles.	Measure.	1873.		1874.	
		Quantity.	Value.	Quantity.	Value.
			Dols.		Dols.
Cotton	Bales... ...	197,131	16,953,326	172,222	14,466,648
Lumber ...	Feet	2,527,649	35,250	2,435,888	33,725
Pitch and Tar ...	Barrels ...	1,500	4,500	3,470	11,900
Rosin	,,	45,981	114,943	67,548	166,931
Turpentine ...	,,	15,000	270,000	16,500	297,000
			17,378,019		14,976,204
		at 24	3,153,269*l.* 11*s.* 6*d.*	at 5·30	2,825,698*l.* 17*s.* 4*d.*

Table X.—Table showing the Product of each Principal Crop in the State of Alabama in 1873.

Products.	Measure.	Quantity Produced in 1873.	Average Yield per Acre.	Number of Acres in each Crop.	Average Value per Bushel, Pound, or Ton.	Total Valuation.
					Dol. c.	Dols.
Indian corn ...	Bushels ...	21,751,000	14·5	1,500,069	0 84	18,270,840
Wheat	,, ...	884,000	7·3	121,096	1 70	1,502,800
Rye	,, ...	20,000	9·4	2,127	1 56	31,200
Oats	,, ...	813,000	15·5	52,451	0 78	634,140
Potatoes ...	,, ...	170,000	80	2,125	1 20	204,000
Tobacco ...	Lbs. ...	200,000	727	275	0 15	30,000
Hay	Tons ...	17,000	1·20	14,167	18 50	314,500
Cotton	Lbs. ...	162,906,559	Not known	5,000,000	0 17	27,261,474
Total ...	...	...	...	6,692,310	...	48,248,954

Table XI.—Monthly Range of Gold and Sterling Exchange in 1874.

	Gold.	Sterling.
		Dol. c. Dol. c.
January	10 to 12	5 18 to 5 31
February	11 13½	5 26¾ 5 43
March	11¼ 13¼	5 33 5 41
April	12 14¼	5 36 5 47
May	11 13½	5 36 5 47
June	10 12¼	5 35 5 42
July	9¼ 10⅝	5 30 5 42
August	9 10½	5 30 5 35
September	8½ 10	5 30 5 35
October	9½ 10¼	5 25 5 29
November	10¼ 11¾	5 27 5 35
December	10¼ 12¼	5 28 5 38

Table XII.—Charges on Cotton brought to Mobile from 1st of September, 1874, to 31st of August, 1875.

	Cents.
Storage on cotton for first two months, per bale	40
Progressive storage, per month thereafter	10
" " " on rejected cotton	10
Charges on cotton turned down for selection, re-sampling, and re-weighing	10
Drayage per bale	10
Charges to shippers:—	
Shipping charges, per bale	40
Cotton shipped uncompressed, per bale	40
Covering sample holes, per bale	10
Shipped-marked cotton, remaining in warehouse ten days, no charge.	
Each month from date of receipt	10
Head-marked cotton remaining in warehouse three days or less	10
Remaining in warehouse first month from date of receipt	20
Each succeeding month	10
Cotton ranged, changing hands, or hauled out	20
Charges for compressing:—	
Foreign, per bale	65
Coastwise, per bale	55

Mobile, February 26th, 1875.

PHILADELPHIA.

Report by Consul Kortright on the Trade, Commerce, and Navigation of the Port of Philadelphia, and on the Industrial Resources of the State of Pennsylvania for the Years 1873 *and* 1874.

Owing to unavoidable circumstances, no report for 1873 was forwarded from this consulate. Enough, however, will be included in the present report to render the chain of commercial information consecutive. As regards the special returns of the trade with Great Britain, of this, the only commercial port on the seaboard of the consular district, which includes besides Pennsylvania six of the western States of the Union, a compendious statement of the trade, commerce, and navigation of the port of Philadelphia with Great Britain and her colonies from the year 1858 to that of 1872, presented to Parliament in 1873, amply shows the gradual increment of this trade, and since that period no marked changes have occurred in the trade of this port with Great Britain.

The year 1873 was one of abnormal depression throughout the United States, owing to the extensive financial and commercial failures commencing with that of Jay, Cooke and Co., and culminating in numerous minor disasters throughout the continent, and affecting more or less the commercial and industrial relations of Philadelphia. A panic supervened, large bodies of the industrial classes, manufacturing and mining, were thrown out of employ, and everything tended to denote a great crisis, not only in this state, but throughout the country generally. A reaction, somewhat favourable, succeeded this state of things, money seemed abundant, securities high, but great distress continued to exist among the mining and manufacturing interests, especially in the iron trade, which had to close a large number of its rolling mills. The stream of immigration which had flown in this direction, now took the opposite course, and large bodies of emigrants who could afford it, returned to Europe, satisfied that they could do better at home, for, though wages, when to be obtained, seemed comparatively high, the cost of living was so much greater, that the purchase power of money was largely in favour of Europe.

As regards the port of Philadelphia, efforts by no means nugatory are being made to regain its pristine supremacy in the trade of the country, but its inland situation on the Delaware river will always place it at a disadvantage as regards the more favourable riparian position of its rival, New York. The grain elevators recently constructed at the junction of the rivers Delaware and Schuylkill, form an important element in facilitating the trade of the port, especially with regard to the grain direct from the west, Philadelphia striving to become the great depôt for the exportation of the western cereals. The important line of steamers, the American Steamship Company, recently united with the Red Star line, and under the auspices of the great Pennsylvania Railroad Company, is the only line of steamers carrying the American flag on the Atlantic, and has thus

far successfully contributed to facilitate the trade and passenger traffic of this port.

Nor has the city been backward in feeling and reciprocating the increased activity and energy of the commercial community. 6,000 new houses are yearly added to its already extended limits, and numerous public buildings on a large scale, some in the process of construction, adorn it in various directions and are mentioned in this report.

As Philadelphia is destined to be the seat of the great Centennial Exhibition in 1876, and large bodies of foreigners will doubtless visit it, the following accurately collected statistics will give at a rapid glance the general aspect of the city:—"It has a population of nearly 800,000, and they live in an area of 129⅛ square miles. It has 1,000 miles of streets and roads opened for use, and over 500 miles of these are paved. It is lighted by nearly 10,000 gas-lamps. The earth beneath conceals and is penetrated by 134 miles of sewers, over 600 miles of gas-mains and 546 miles of water pipes. It has over 212 miles of city railways, and nearly 1,794 city railroad cars passing over these railroads daily; 3,025 steam boilers; over 400 public schools, with suitable buildings, and over 1,600 school teachers, and over 80,000 pupils. It has over 34,000 bath-rooms, most of which are supplied with hot water, and for the use of the water, at low rates, the citizens pay more than a half million of dollars annually; it has over 400 places of public worship, and accommodation in them for 300,000 persons; it has nearly 9,000 manufactories, with a capital of 185,000,000 dol., employing 145,000 hands, the annual product of whose labour is over 384,000,000 dol.; it exported in 1873 in value, over 24,000,000 dol., and imported in value over 26,000,000 dol.; the amount for duties in gold was nearly 8,500,000 dol.; the real estate, as assessed for taxation was over 158,000,000 dol., and there was collected nearly 9,000,000 dol. for taxes. The funded debt, in 1873, was 51,697,147 dol., and the annual outlay in 1873, inclusive of interest on debt, was 7,726,123 dol. It has parks and public squares, and Fairmount Park, which is one of them, contains 2,991 acres, and is one of the largest parks in the world, and was enjoyed in 1873 by nearly 3,000,000 of people." *

Shipping and Navigation.

The entrances and clearances of all nationalities at the Port of Philadelphia have slightly fallen off in number, but on the whole the shipping interests of the port have been successful, and promise a large increase in the future. The owners and agents of vessels are interested in the advantages offered at this port for the shipment of grain and petroleum, by the moderate port charges, pilotage, towage, stevedores' charges, and wharfage. The following are some of the port charges in detail:—

Stevedore's charges loading bulk grain, per 1,000 bushels	15*s.* to 17*s.*
„ „ „ bag grain „ „ ..	30*s.* 5*d.* to 32*s.* 2*d.*
Cost of lining (ceiling) for bulk grain, per bushel	1¾ c.
„ „ bag grain „	⅝ c. to ⅞ c.
„ (say platform for bag grain) if vessel loads full cargo of bagged grain, a lump sum of 27*l.* 5*s.* 2*d.* to 45*l.* 9*s.*, according to size of vessel.	

* Extract from speech of Hon. Benjamin Harris Brewster, on laying the corner stone of the New Public Buildings, July 4th, 1874.

	£	s.	d.
Pilotage, per foot, up to and including 12 feet	0	13	4
„ „ over 12 feet and up to and including 15 feet	0	14	10
„ „ „ 15 „ „ „ 18 „	0	16	1
„ „ „ 18 „ „ „ 20 „	0	17	10
„ over 20 feet, per foot	1	0	0

The charges for towage are at reasonable rates.

All vessels loading grain at the Girard Point elevators pay no wharfage.

Trade in British Vessels.—The following statement shows the trade in British vessels at the Port of Philadelphia during the last ten years.

ENTERED.

Years.	Number.	Tonnage.	Crews.	Estimated Value of Cargoes.
				£
1860	113	19,521	905	186,085
1863	246	66,830	2,277	850,386
1866	290	99,127	3,477	1,279,560
1869	342	123,334	3,409	900,000
1870	308	112,557	3,228	928,050
1871	315	134,386	3,551	1,269,450
1872	376	180,871	4,450	1,600,000
1873	338	206,174	4,801	1,300,000
1874	306	164,078	3,957	1,200,000

CLEARED.

Years.	Number.	Tonnage.	Crews.	Estimated Value of Cargoes.
				£
1860	500	159,025	1,663	595,729
1863	305	109,936	7,458	861,613
1866	274	113,376	1,156	399,900
1869	250	124,424	1,147	462,252
1870	362	142,563	1,548	634,840
1871	378	158,979	1,555	636,855
1872	366	174,426	4,450	621,000
1873	325	199,314	4,636	1,200,000
1874	310	159,829	3,854	1,600,000

The following tables show the number of vessels under the American flag which have entered and cleared at the Port of Philadelphia in the following named years.

ENTERED.

Years.	From Foreign Countries.		From other American Ports.	
	Number.	Tonnage.	Number.	Tonnage.
1860	592	193,911	1,607	477,723
1863	388	115,887	4,049	591,770
1866	419	143,426	1,093	352,000
1869	533	177,938	1,047	325,141
1870	498	185,397	1,858	646,717
1871	450	200,928	1,937	525,126
1872	480	182,256	1,774	678,224
1873	674	397,940	1,366	592,880
1874	489	245,099	1,528	664,456

CLEARED.

Years.	From Foreign Countries.		From other American Ports.	
	Number.	Tonnage.	Number.	Tonnage.
1860	500	159,025	1,663	595,729
1863	305	109,936	7,458	861,613
1866	274	113,376	1,156	399,900
1869	250	124,424	1,147	462,252
1870	362	142,563	1,548	634,840
1871	378	158,979	1,555	636,855
1872	306	132,215	1,730	730,624
1873	425	202,740	1,561	745,235
1874	443	267,029	1,653	812,409

The number of vessels engaged in the American coasting trade during the last ten years was as follows (no flag but the American is allowed to engage in this trade):—

1864	33,898
1865	31,833
1866	35,060
1867	31,640
1868	36,265
1869	37,115
1870	35,427
1871	37,922
1872	37,820
1873	37,790
1874	37,250

Direct Trade in British Vessels from and to Great Britain and the British Colonies in the Years 1872, 1873, and 1874.

Entered.

Year.	Total Number of Vessels.			Total Amount of Tonnage.			Total Number of Crews.	Estimated Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
								£
1872 ...	193	12	205	105,458	9,559	115,017	3,090	756,000
1873 ...	120	31	151	84,811	24,211	109,022	2,556	568,900
1874 ...	98	31	129	63,720	25,303	99,023	1,873	498,000

Cleared.

Year.	Total Number of Vessels.			Total Amount of Tonnage.			Total Number of Crews.	Estimated Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
								£
1872 ...	142	67	209	60,412	30,200	90,612	2,572	219,600
1873 ...	148	5	153	22,467	1,747	175,103	2,758	555,600
1874 ...	124	9	133	78,380	2,043	80,423	1,914	944,782

Indirect or Carrying Trade in British Vessels from and to other Countries for the Years 1872, 1873, and 1874.

Entered, 1872.

Places whence Arrived.	Number of Vessels.			Tonnage.			Total Number of Crews.	Estimated Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
								£
United States ...	...	27	27	...	16,922	16,922	334	...
France	5	...	5	1,963	...	1,963	57	46,000
Sweden	1	...	1	410	...	410	13	10,000
Italy	7	...	7	2,501	...	2,501	74	32,500
Antwerp	13	2	15	9,841	1,700	11,541	243	96,500
Amsterdam ...	1	...	1	542	...	542	19	5,000
Rotterdam... ...	4	1	5	2,602	540	3,142	65	20,000
Hamburgh ...	2	1	3	1,367	999	2,366	45	6,000
Greenland... ...	14	...	14	4,635	...	4,635	141	35,500
Cuba	61	...	61	15,041	...	15,041	501	394,000
Porto Rico... ...	7	...	7	1,245	...	1,245	51	35,000
Brazil	4	...	4	788	...	788	33	20,000
Venezuela... ...	11	...	11	1,855	...	1,855	91	71,000
China	1	...	1	426	...	426	13	35,000
Sicily	8	...	8	1,999	...	1,999	74	34,000
Peru	1	...	1	478	...	478	6	3,500
Total	140	31	171	45,693	30,161	65,854	1,760	844,000

CLEARED, 1872.

Places for which they cleared.	Number of Vessels.			Tonnage.			Total Number of Crews.	Estimated Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
								£
United States ...	...	11	11	...	5,291	5,291	136	...
France	3	...	3	2,111	...	2,111	43	121,000
Italy	5	...	5	1,778	...	1,778	40	64,250
Antwerp	35	...	35	29,757	...	29,757	580	412,200
Amsterdam ...	4	...	4	1,980	...	1,980	45	28,100
Rotterdam... ...	16	...	16	10,817	...	10,817	220	151,800
Hamburgh ...	12	...	12	7,540	...	7,540	162	119,400
Bremen	10	...	10	8,404	...	8,404	161	86,600
Prussia	8	...	8	3,286	...	3,286	83	44,100
Russia	1	...	1	389	...	389	10	7,000
Spain	4	...	4	1,043	...	1,043	35	18,300
Greece	1	...	1	395	...	395	11	8,000
Greenland	...	5	5	...	1,112	1,112	41	...
Porto Rico... ...	4	...	4	699	...	699	30	9,000
Venezuela	8	...	8	1,280	...	1,280	64	22,500
Cuba	30	...	30	7,932	...	7,932	252	36,400
Totals	141	16	157	77,411	6,403	83,814	1,878	980,400

ENTERED, 1873.

Places whence Arrived.	Total Number of Vessels.			Total Amount of Tonnage.			Total Number of Crews.	Estimated Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
								£
United States ...	...	24	24	...	14,166	14,166	272	...
Bremen	...	6	6	...	6,861	6,861	122	...
Antwerp	23	7	30	23,091	5,984	29,075	539	108,000
Greenland	9	...	9	3,229	...	3,229	135	2,700
Rotterdam... ...	1	5	6	599	3,401	4,000	82	50,000
Cuba	50	...	50	13,855	...	13,855	416	261,000
Hamburgh... ...	1	14	15	927	10,846	11,773	224	37,000
Brazil	7	...	7	1,357	...	1,357	62	30,200
France	1	...	1	217	...	217	8	8,000
Spain	1	3	4	536	1,159	1,695	48	16,000
Italy	2	...	2	689	...	689	20	16,000
Sweden	1	...	1	325	...	325	10	2,400
Amsterdam ...	4	...	4	3,018	...	3,018	62	9,200
China	2	...	2	895	...	895	27	48,000
Porto Rico... ...	13	...	13	3,123	...	3,123	109	72,600
Venezuela... ...	9	1	10	1,642	188	1,830	80	54,000
Sicily	2	...	2	623	...	623	18	10,000
Prussia	1	...	1	421	...	421	11	6,000
Total	176	11	187	67,268	29,884	97,152	2,245	713,100

CLEARED, 1873.

To what Places Departed.	Total Number of Vessels.			Amount of Tonnage.			Total Number of Crews.	Estimated Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
								£
United States ...	...	6	6	...	2,885	2,885	77	...
Antwerp	61	...	61	554,731	...	554,731	1,075	450,100
Cuba	26	...	26	10,710	...	10,710	295	40,000
Rotterdam... ...	13	...	13	8,139	...	8,139	169	13,000
Hamburgh... ...	22	...	22	15,005	...	15,005	312	36,000
Bremen	18	...	18	14,651	...	14,651	272	40,000
Brazil	3	...	3	1,020	...	1,020	28	3,000
Russia	3	...	3	2,803	...	2,803	62	6,000
Greenland	...	2	2	...	571	571	21	...
Venezuela	7	...	7	1,324	...	1,324	57	26,000
France	3	...	3	1,235	...	1,235	30	10,000
Prussia	3	...	3	2,231	...	2,231	49	6,000
Spain	1	...	1	183	...	183	8	2,000
Amsterdam ...	2	...	2	657	...	657	18	3,000
Porto Rico... ...	2	...	2	411	...	411	10	4,000
Totals	164	8	172	113,100	3,456	116,556	2,473	644,100

ENTERED, 1874.

Places whence Arrived.	Number of Vessels.			Amount of Tonnage.			Total Number of Crews.	Estimated Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
								£
United States ...	...	9	9	...	5,374	5,374	115	...
Cuba	47	...	47	11,511	...	11,511	405	280,000
Hamburgh ...	7	2	9	6,273	1,236	7,509	135	42,000
Antwerp	20	12	32	16,642	10,554	27,196	605	160,000
France	4	3	7	2,383	2,476	4,859	98	40,000
Italy	7	...	7	2,889	...	2,889	70	45,000
Porto Rico... ...	12	...	12	2,288	...	2,288	94	85,000
Sicily	5	...	5	1,412	...	1,412	44	30,000
Greenland	7	...	7	1,941	...	1,941	81	20,000
Sweden	1	...	1	268	...	268	8	3,000
Prussia	2	...	2	932	...	932	8	1,000
Brazil	7	...	7	1,471	...	1,471	56	40,000
Laguayra	11	1	12	2,066	188	2,254	103	35,000
Bremen	1	6	7	564	3,789	4,353	103	1,000
Holland	4	3	7	2,682	2,361	5,043	99	2,000
Messina	3	1	4	744	325	1,069	37	18,000
Buenos Ayres ...	...	2	2	...	877	887	23	...
Totals... ...	138	39	177	54,066	27,180	81,246	2,084	702,000

CLEARED, 1874.

Places to which Departed.	Number of Vessels.			Tonnage.			Total Number of Crews.	Estimated Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
								£
Antwerp	43	...	43	37,694	...	37,694	803	320,718
Cuba	16	1	17	4,440	207	4,647	153	17,500
Bremen	12	1	13	8,876	745	9,621	163	75,000
Rotterdam... ...	13	...	13	8,312	...	8,312	182	70,000
France	11	...	11	5,424	...	5,424	121	41,000
Hamburgh ...	5	1	6	3,747	597	4,344	88	30,000
Porto Rico... ...	6	...	6	1,213	...	1,213	59	15,000
Italy	4	...	4	1,139	...	1,139	67	13,000
Spain	2	...	2	1,126	...	1,126	23	24,000
Venezuela	12	1	13	2,439	187	2,626	113	40,000
Aspinwall	1	...	1	430	...	430	11	4,000
United States ...	...	3	3	...	1,119	1,119	47	...
Portugal	1	...	1	357	...	357	10	5,000
Greenland	...	5	5	...	1,354	1,354	57	...
Total	126	12	138	...	4,209	79,406	1,937	655,218

COMMERCE AND TRADE.

Imports and Exports, 1874.

Imports.—The imports at Philadelphia were less in the year 1874 than in the previous year; thus:—

	Dollars.
Imports in 1873	29,186,925
„ 1874	25,004,784

The decrease has been chiefly in the following articles:—Copper, 81,841 dol.; iron and its manufactures, 2,617,142 dol.; lead, 59,335 dol.; metals, 31,028 dol.; provisions, 80,611 dol.; soda carbonate, 611,572 dol.; sugar, 2,207,055 dol.; molasses, 607,330 dol.; and clay, 37,101 dol.

The increase of imports in the year 1874 over those of the year 1873 was in the following-named articles:—Cotton, 691,169 dol.; flax, 467,923 dol.; leather and its products, 279,579 dol.; opium, 226,156 dol.;

silks, 397,009 dol.; tin plates, 168,502 dol.; wine and spirits, 96,420 dol.; and woollen manufactures, 1,463,178 dol.

The amount of duties received at this port during the year 1873 was 7,697,237 dol. 76 c.; and in the year 1874, 8,392,159 dol. 42 c.

The following table shows the value of the foreign imports and exports during the following-named years:—

Years.	Imports.	Exports.
	Dollars.	Dollars.
1859	15,603,769	5,298,095
1863	6,269,580	10,628,968
1865	12,582,152	5,645,755
1866	17,867,716	7,331,261
1867	14,442,398	14,071,765
1868	15,706,445	14,218,368
1869	15,872,249	16,414,535
1870	14,952,371	16,640,478
1871	20,820,374	20,688,551
1872	26,304,051	20,484,803
1873	29,186,925	29,633,186
1874	25,004,784	29,878,911

STATEMENT of Imports in detail for the Year 1874.

Articles.		Quantity.	Value.
			Dollars.
ENGLAND.			
Free of duty—			
Anatomical preparations			1,341
Argols	Lbs.		93,782
Articles of the United States			24,786
Barks—			
Medicinal			260,332
Cork			22,598
Books			18,630
Chalk			12,779
Chemicals			299,491
Chloride of Lime			150,406
Cochineal			71,245
Coffee			13,428
Dye woods	Cwts.	493	479
Fruits			32,970
Gums	Lbs.	351,165	42,035
Hair, unmanufactured			3,556
Hides			125,811
Indigo	Lbs.	36,461	28,360
Ivory			1,208
Oils			7,266
Paintings			3,388
Paper materials	Lbs.	48,706	21,699
Platina			4,348
Ratans			1,859
Rotten stone			2,030
Seeds			2,710
Shells			23,866
Silk, raw	Lbs.	1,264	9,319
Soda, nitrate	„	310,300	8,320
Tea	„	1,132	679
Tin, in bars	Cwts.	685	19,948
Vanilla beans	Lbs.	209	4,187

Articles.		Quantity.	Value.
			Dollars.
Wood, unmanufactured	..	..	4,263
Miscellaneous	..	..	9,352
Articles subject to duty—			
Beer and ale	Gallons ..	25,095	25,091
Blacking	..	..	3,286
Books	..	..	84,644
Brass manufactures	..	..	12,564
Barley	Bushels ..	36,251	47,600
Bread stuffs, other	..	..	14,914
Buttons	..	..	15,706
Cement	..	..	7,960
Chalk	..	..	1,089
Chemicals	..	..	354,312
Clay and clay pipes	..	..	23,625
Coal, bituminous	Tons ..	2,066	7,019
Copper and manufacturers	..	..	17,869
Cotton manufactures	..	..	505,491
Earthen and stoneware	..	..	506,816
Fancy goods	..	..	42,687
Flax manufactures	..	..	780,880
Fruits	..	..	189,408
Furs	..	..	18,279
Glass and glassware	..	..	56,331
Grape sugar	Lbs. ..	172,500	6,900
Gypsum, calcined	..	..	1,902
Hair and manufactures	..	..	45,607
Hemp manufactures	..	..	622
Hops	Lbs. ..	3,477	2,422
India-rubber manufactures	..	..	10,707
Ink	..	..	9,807
Iron—			
Pig	Lbs. ..	2,655,076	57,422
Bar	„ ..	46,866	2,243
Old	Tons ..	221	11,978
Hardware	..	..	12,055
Anchor and chains	Lbs. ..	519,049	30,752
Machinery	..	..	56,876
Musket and sporting guns	..	..	33,254
Steel ingots	..	..	120,812
Cutlery	..	..	35,404
Tiles	..	..	34,436
Other manufactures	..	..	304,212
Jewellery	..	..	7,655
Jute manufactures	..	..	39,913
Lead	Lbs. ..	1,137,966	55,385
Leather and manufactures	..	..	263,850
Marble	..	..	26,314
Metals	..	..	26,072
Musical Instruments	..	..	10,096
Oil-cloth	..	..	3,502
Oils	..	..	10,518
Opium	Lbs. ..	97,074	479,824
Paintings	..	..	41,153
Paints	..	..	24,108
Paper manufactures	..	..	58,224
Perfumery	..	..	10,518
Precious stones	..	..	78,958
Provisions	..	..	22,028
Salt	Lbs. ..	72,771,439	227,262
Saltpetre	„ ..	10,963	789
Seeds	..	..	17,824
Silk manufactures	..	..	440,784
Soap	Lbs. ..	19,946	3,373

Articles.		Quantity.	Value.
			Dollars.
Soda—			
Bicarbonate	Lbs.	302,400	9,873
Carbonate	„	40,238,159	840,542
Caustic	„	5,900,372	249,860
Spices	„	175,890	52,584
Sponges			3,644
Tin in plates	Cwt.	191,215	1,728,269
Tin, manufactured			3,943
Watches			58,321
Spirits	Gallons	48,341	65,433
Wine	„	17,080	21,078
Wood manufactures			20,381
Wool, manufactured	Lbs.	488,345	121,826
Wool manufactures			2,331,466
Miscellaneous			1,473
Total from England			12,563,076
IRELAND.			
Subject to duty—			
Iron, old	Tons	290	8,679
NOVA SCOTIA.			
Free of duty—			
Fish			20,794
Gypsum	Tons	10,415	12,438
Wood			10,036
Subject to duty—			
Barley	Bushels	4,810	4,653
Marble			4,598
Plaster, calcined			19,691
Potatoes	Bushels	30,643	12,545
Lumber			25,956
Miscellaneous			37
Total from Nova Scotia			110,748
BRITISH WEST INDIES.			
Free of duty—			
Dye woods	Cwt.	87,428	60,845
Fruits			9,482
Wood, manufactured			814
Miscellaneous			882
Subject to duty—			
Copper	Lbs.	16,423	2,399
Fruits			2,352
Iron (old)	Tons	147	1,918
Provisions			8,154
Salt	Lbs.	16,109,854	14,262
Sugar	„	1,925,477	82,254
Molasses	Gallons	154,836	33,104
Miscellaneous			426
Total from British West Indies			206,893

Articles.		Quantity.	Value.
			Dollars.
British Guiana.			
Subject to duty—			
Sugar	Lbs.	535,047	28,619
Belgium.			
Free of Duty—			
Articles of the United States			25,729
Bleaching powder	Lbs.	44,864	977
Chemicals			11,129
Coffee	Lbs.	40,980	9,261
Hides			5,360
Household effects			1,089
Ivory			2,456
Madder	Lbs.	22,924	1,550
Bags	„	46,897	1,993
Silk, raw	„	678	5,080
Miscellaneous			9,150
Subject to duty—			
Books			7,395
Brass manufactures			2,091
Barley	Bushels	64,160	62,690
Chemical			7,886
Clay	Tons	94	1,048
Clay pipes			3,922
Cotton manufactures			29,788
Earthenware			2,310
Fancy goods			12,293
Flax and manufactures			2,854
Furs			59,818
Glass manufactures			133,774
Hops	Lbs.	2,776	786
Iron—			
Pig	„	8,448,427	202,001
Muskets			14,764
Steel			12,148
Cutlery			3,615
Other manufactures			24,607
Ore			2,108
Lead	Lbs.	2,861,126	140,523
Leather manufactures			43,776
Metals			1,871
Musical instruments			1,750
Oils and paints			3,470
Paintings			32,097
Paper manufactures			7,962
Potatoe farina	Lbs.	679,128	24,086
Provisions			18,833
Seeds			3,373
Silk manufactures			31,468
Spices	Lbs.	24,146	15,856
Starch syrup			2,177
Tobacco manufactures			1,185
Spirits	Gallons	24,048	26,280
Wine	„	115,160	88,060
Wood manufactures			7,462
Wool unmanufactured	Lbs.	30,896	3,222
Wool manufactures			45,789
Zinc in sheets and blocks	Lbs.	110,196	8,283
Miscellaneous			6,698
Total from Belgium			1,155,200

Articles.		Quantity.	Value.
			Dollars.
GERMANY.			
Free of duty—			
Articles of the United States			24,189
Chemicals			25,134
Dyewoods	Lbs.	10,189	11,718
Plumbago			989
Paper material			101,822
Ratans			5,294
Miscellaneous			570
Subject to duty—			
Books			920
Cement			1,696
Chemicals			21,668
Clay and clay pipes			14,557
Cotton manufactures			2,132
Earthen and stone ware			9,075
Fancy goods			35,955
Glass manufacture			11,260
Grape sugar	Hogsheads.	60,900	2,436
Iron—			
Old	Tons	170	11,664
Bars	Lbs.	1,519,493	62,610
Manufactures			84,899
Lead	Lbs.	3,050,353	149,266
Marble			7,048
Musical instruments			14,507
Paper manufactures			2,485
Wine	Gallons	9,386	3,278
Wood manufactures			5,457
Wool manufactures			35,881
Miscellaneous			2,778
Total from Germany			694,598
FRANCE.			
Free of duty—			
Chalk			2,733
Household effects			2,600
Platina			4,246
Miscellaneous			268
Subject to duty—			
Glass manufactures			642
Iron, old	Tons	493	14,460
Oil, olive	Gallons	2,536	6,115
Spirits	„	77,704	33,566
Wine	„	180,792	71,223
Miscellaneous			410
Total from France			136,293
FRENCH WEST INDIES.			
Subject to duty—			
Sugar	Hogsheads.	630,101	22,733
Spirits	Gallons	54	93
Total from French West Indies			22,826

Articles.		Quantity.	Value.
			Dollars.
French Possessions in Africa.			
Free of duty—			
Articles of the United States	..	..	232
Subject to duty—			
Iron ore	..	..	30,576
Total from French Possessions in Africa	..	..	30,808
Italy.			
Free of duty—			
Chemicals	..	..	3,378
Fruits	..	..	329,904
Household effects	..	..	1,327
Oil	..	..	3,787
Paintings	..	..	8,958
Paper materials	Lbs. ..	4,684,013	18,635
Sulphur	Tons ..	8,576	252,492
Miscellaneous	..	..	2,384
Subject to duty—			
Chemicals	..	..	81,614
Fruit	..	..	12,075
Hemp, raw	Tons ..	46	11,653
Marble	..	..	83,813
Metals	..	..	1,393
Oil, olive	Gallons ..	3,313	3,747
Paintings	..	..	35,542
Paint	..	..	2,215
Salt	Lbs. ..	5,017,932	3,662
Soap	„ ..	118,392	9,995
Wine	Gallons ..	11,751	4,745
Wood manufactures	..	..	1,049
Miscellaneous	..	..	1,568
Total from Italy	..	..	1,045,936
Cuba.			
Free of duty—			
Animals	..	..	1,200
Fruits	..	..	41,666
Paper materials	Lbs. ..	183,663	4,936
Miscellaneous	..	..	3,308
Subject to duty—			
Brass	..	..	9,678
Chemicals	..	..	1,077
Copper	Lbs. ..	74,565	12,637
Fruits	..	..	19,874
Iron, old	Tons ..	665	13,649
Metals	..	..	1,192
Sugar	Lbs. ..	75,202,396	3,440,193
Molasses	Gallons ..	11,095,438	2,614,315
Melado	Lbs. ..	166,129	5,631
Tobacco—			
Leaf	Lbs. ..	224,857	11,531
Cigars	„ ..	26,109	103,649
Miscellaneous	..	..	605
Total from Cuba	..	..	6,285,141

Articles.		Quantity.	Value.
			Dollars.
VENEZUELA.			
Free of duty—			
Cocoa	Lbs.	82,990	5,921
Coffee	„	2,785,445	551,503
Cotton	„	294,068	27,651
Fruits			1,222
Hides			75,059
Gold coin			63,650
Indigo	Lbs.	3,332	2,040
Miscellaneous			495
Subject to duty—			
Iron, old	Tons	53	912
Molasses	Gallons	3,368	1,139
Miscellaneous			1,382
Total from Venezuela			730,874
NETHERLANDS.			
Free of duty—			
Articles of the United States			8,787
Chemicals			1,527
Madder	Lbs.	19,698	1,328
Subject to duty—			
Clay and clay pipes			2,033
Iron, pig	Lbs.	1,115,704	30,228
Spirits	Gallons	30,206	12,075
Wine	„	13,918	4,498
Zinc in blocks	Lbs.	91,560	7,072
Miscellaneous			2,867
Total from the Netherlands			70,425
PORTUGAL.			
Free of duty—			
Cork wood			52,315
Miscellaneous			142
Subject to duty—			
Iron ore	Tons	59	2,491
Marble			912
Salt	Lbs.	2,280,938	2,273
Wine	Gallons	1,224	1,010
Miscellaneous			336
Total from Portugal			59,419
SWEDEN.			
Free of duty—			
Specimens of mineralogy			277
Subject to duty—			
Iron—			
Bar	Lbs.	907,497	18,627
Old	Tons	445	27,509
Manufactures			93,454
Miscellaneous			412
Total from Sweden			155,615

Articles.		Quantity.	Value.
			Dollars.
Bolivia.			
Free of duty—			
Soda, nitrate	Lbs.	1,595,460	38,291
Brazil.			
Free of duty—			
Coffee	Lbs.	485,700	99,905
Subject to duty—			
Sugar	Lbs.	4,789,743	192,346
Total from Brazil			292,251
Greenland.			
Free of duty—			
Kryolite			65,578
Greece.			
Subject to duty—			
Fruits			34,592
Hayti.			
Free of duty—			
Dyewood	Cwts.	18,285	13,080
Spain.			
Subject to duty—			
Fruits			176,230
Oil, olive	Gallons	9,867	6,946
Total from Spain			183,176
Peru.			
Free of duty—			
Soda, nitrate	Lbs.	1,942,625	46,623
Porto Rico.			
Subject to duty—			
Fruits			1,389
Sugar	Lbs.	8,923,475	385,256
Molasses	Gallons	70,238	18,627
Total from Porto Rico			405,272

Articles.		Quantity.	Value.
			Dollars.
Danish West Indies.			
Free of duty—			
Pewter	Lbs.	678	125
Subject to duty—			
Copper	Lbs.	2,622	408
Iron, old	Tons	143	1,842
Lead	Lbs.	30,632	1,113
Molasses	Gallons	25,726	5,802
Miscellaneous			13
Total from Danish West Indies			9,303
Dutch West Indies.			
Free of duty—			
Chemicals			976
Guano	Tons	70	1,735
Miscellaneous			658
Subject to duty—			
Salt	Lbs.	1,534,548	1,661
Miscellaneous			716
Total from Dutch West Indies			5,626
Dutch East Indies.			
Subject to duty—			
Sugar	Lbs.	1,682,039	70,477
Total imports—			
Free of duty			3,570,368
Subject to duty			20,867,012
Total imports from all countries, 1874			24,437,480
Total imports via New York, and transported thence to Philadelphia for appraisement and delivery under Special Transportation Act			567,304
Grand total			25,004,784

The following Table shows the amount of Duties received at the Custom-house at Philadelphia during the year 1874:—

1874.	On Imports.		On Merchandise withdrawn from Warehouse.		On Goods transported in Bond under Act of July 14, 1870.	On Goods transported in Bond under Act of July 14, 1870, and withdrawn from Warehouse.	On Goods transported from other Districts.	Total Duties received 1874.	Total Duties received during the Year 1873.
	Imported in American Vessels.	Imported in Foreign Vessels.	Imported in American Vessels.	Imported in Foreign Vessels.					
	Dol. c.	Dol. c.	Dol. c.	Dol. c.	Dol. c.	Dol. c.	Dol. c.	Dol. c.	Dol. c.
January	171,204 13	99,732 16	189,574 79	128,838 63	17,346 57	32,701 52	13,006 71	652,404 51	583,706 29
February...	242,968 59	139,847 22	188,663 84	124,870 30	24,446 27	17,892 00	13,071 55	751,759 77	508,453 46
March	433,064 91	80,472 36	194,208 69	82,030 36	13,415 84	12,726 29	10,885 63	826,801 08	802,727 83
April	329,661 29	126,679 28	190,487 80	68,426 81	13,231 38	8,098 62	9,809 00	746,394 18	785,243 22
May	282,841 83	53,249 55	249,307 33	101,642 59	10,096 14	7,801 79	10,459 81	715,389 04	714,063 53
June	150,993 95	158,525 16	303,396 76	194,175 11	8,153 69	9,231 26	6,125 62	830,601 55	561,694 03
July	130,720 50	221,189 20	194,151 45	156,611 05	14,461 14	3,475 53	4,963 13	725,572 00	688,158 07
August	210,498 67	144,496 46	218,919 20	85,994 32	14,896 24	13,540 87	5,916 98	694.170 74	796,557 40
September	271,814 89	143,672 60	237,921 58	171,275 91	14,990 74	13,199 43	9,051 42	867,926 61	621,520 82
October	115,539 35	137,183 00	161,389 22	177,662 84	16,068 66	8,372 63	16,261 44	632,487 14	600,861 61
November	187,036 68	93,809 29	99,767 15	69,297 04	9,565 84	4,034 24	21,834 18	485,344 42	457,073 11
December	173,217 93	76,454 60	92,936 27	100,948 91	6,783 22	2,721 35	16,246 10	469,308 38	577,178 39
Total	2,699,562 72	1,475,217 92	2,320,724 08	1,461,771 87	163,455 73	113,795 53	137,631 57	8,392,159 42	...
Amount of duties received during the year 1873 ...	1,769,148 03	2,224,964 85	1,189,950 85	1,220,178 91	600,871 32	547,656 34	144,467 46	...	7,697,237 76

Recapitulation.

STATEMENT of Imports from the following Countries into the Port of Philadelphia during the Year 1874.

Countries.	In American Vessels.	In Foreign Vessels.	Total.
	Dollars.	Dollars.	Dollars.
Belgium	7,426	1,147,774	1,155,200
Bolivia	38,291	..	38,291
Brazil	..	292,251	292,251
Danish West Indies	9,303	..	9,303
Greenland	..	65,575	65,575
France	722	135,571	136,293
French West Indies	22,826	..	22,826
French Possessions in Africa	2,961	27,847	30,808
Germany	16,215	633,383	649,598
England	9,074,002	3,488,074	12,563,076
Ireland	..	8,674	8,674
Nova Scotia	60,876	49,867	110,743
British West Indies	94,259	122,634	216,893
British Guiana	..	28,619	28,619
Greece	..	34,592	34,592
Hayti	13,080	..	13,080
Italy	427,370	618,566	1,045,936
Netherlands	454	69,971	70,425
Dutch West Indies	429	5,197	5,626
Dutch East Indies	..	70,477	70,477
Peru	46,623	..	46,623
Portugal	26,178	33,241	59,419
Spain	183,176	..	183,176
Cuba	4,862,758	1,422,383	6,285,141
Porto Rico	133,555	271,717	405,272
Sweden	..	155,615	155,615
United States of Colombia	3,069	..	3,069
Venezuela	106,975	623,829	730,874
Total	15,125,548	9,311,932	24,437,480

Exports, 1874.

Domestic Produce from the Port of Philadelphia.

Articles.		Quantity.	Value.
			Dollars.
To England.			
Agricultural implements	..	..	45,732
Bark	..	..	19,154
Books	..	..	2,273
Bread and breadstuffs, as follows :—			
Bread and biscuits	Lbs. ..	12,688	2,040
Indian flour	Bushels ..	606,915	521,166
Wheat	„ ..	1,198,151	1,744,142
Wheat flour	Barrels ..	52,229	357,399
Carriages	..	..	2,170
Copper ore	Tons ..	20	1,500
Cotton, unmanufactured	Lbs. ..	12,443,423	1,889,788
„ manufactured	..	..	30,103
Dentist material	..	..	31,598
Drugs	..	..	30,146
Dye stuffs	..	..	3,308
Fruit	..	..	14,601
Furs	..	..	3,980
Grease	Lbs. ..	97,091	7,713
Hair, unmanufactured	..	..	17,874
Hides	..	..	427,265
Iron ropes	..	..	83,116
Leather manufactures	..	..	162,183
Resin	Barrels ..	1,568	6,106
Oil cake	Lbs. ..	13,546,726	269,895
Oils—			
Petroleum, refined	Gallons ..	3,523,310	473,325
Naphtha	„ ..	135,926	11,214
Residuum	Barrels ..	3,742	7,800
Paintings	..	..	1,020
Raisins	..	..	2,788,235
Rags	Lbs. ..	97,235	6,649
Seed	..	..	6,956
Sewing machines	..	..	1,854
Spirits turpentine	Gallons ..	4,470	2,980
Molasses	„ ..	526,601	126,257
Sweepings	..	..	2,766
Tallow	Lbs. ..	5,187,086	448,331
Tobacco, leaf	„ ..	4,778,694	503,146
„ manufactured	..	..	11,313
Wax	Lbs. ..	17,221	5,684
Wearing apparel	..	..	1,400
Wood, boards	1,000 ..	196	19,696
„ manufactured	..	..	29,597
Miscellaneous	..	..	7,859
Total	..	..	10,131,334

Articles.		Quantity.	Value.
			Dollars.
IRELAND.			
Indian corn	Bushels	1,416,629	1,231,277
Wheat	„	1,424,177	2,045,386
Wheat flour	Barrels	6,354	45,136
Oil cake	Lbs.	2,714,527	55,865
Petroleum, refined	Gallons	2,141,177	289,789
Naphtha	„	430,681	36,872
Residuum	Barrels	3,200	11,388
Seeds	..	..	708
Tallow	Lbs.	302,500	23,000
Miscellaneous	..	..	5,648
Total	..	..	3,745,049
GIBRALTAR.			
Resin	Barrels	1,120	2,565
Petroleum, refined	Gallons	1,954,531	259,269
Total	..	..	261,834
NOVA SCOTIA.			
Indian corn	Bushels	17,170	15,170
Indian corn meal	„	675	2,880
Flour	„	1,222	7,680
Coal	Tons	14,137	70,333
Iron Manufactures	..	..	44,458
Provisions	..	..	1,065
Miscellaneous	..	..	848
Total	..	..	142,424
BRITISH WEST INDIES.			
Bread and biscuit	Lbs.	746,782	29,973
Indian corn	Bushels	43,260	38,833
Indian corn meal	Barrels	25,441	109,240
Oats	Bushels	29,156	20,129
Wheat flour	Barrels	70,655	459,301
Candies	Lbs.	18,240	2,745
Gold coin	..	..	1,800
Drugs	..	..	951
Iron manufactures	..	..	759
Matches	..	..	1,662
Oil cake	Lbs.	2,035,129	47,117
Petroleum, refined	Gallons	111,944	19,457
Perfumery	..	..	4,174
Provisions	..	..	105,130
Soap	Lbs.	72,036	5,100
Tallow	Lbs.	6,875	925
Tobacco, leaf	Lbs.	457,792	60,368
„ manufactured	..	..	2,154
Wood boards	1,000	107	3,113
„ cooperage	..	..	21,844
„ manufactured	..	..	3,899
Miscellaneous	..	..	7,934
Total	..	..	946,608

Articles.		Quantity.	Value.
			Dollars.
To Austria.			
Petroleum	Gallons	1,145,852	140,092
To Belgium.			
Bark	..	..	3,710
Bone, dust	Cwt.	860	1,293
„ black	Lbs.	66,048	3,056
Bread and breadstuffs—			
Bread and biscuit	Lbs.	5,789	408
Indian corn	Bushels	26,500	23,850
Rye	„	104,616	99,801
Wheat	„	602,486	864,844
Wheat flour	Barrels	5,891	39,693
Cotton	Lbs.	1,854,693	278,203
Drugs and chemicals	..	..	13,016
Furs	..	..	900
Hair, unmanufactured	..	..	14,692
Hides	..	..	205,250
Iron, unmanufactured	..	..	15,194
Leather	Lbs.	547,282	149,800
Nickel	„	50	1,500
Petroleum, refined	Gallons	22,188,497	2,905,098
Naphtha and benzine	„	133,561	8,685
Provisions	..	..	343,850
Starch	Lbs.	3,000	3,780
Sweepings	..	..	3,000
Tallow	Lbs.	2,260,205	181,295
Tobacco—			
Leaf	Lbs.	4,586,364	454,716
Cigars	1,000	74	5,560
Other manufactures	..	..	9,168
Wearing apparel	..	..	1,350
Wood—			
Boards	1,000	74	4,321
Manufactured	..	..	10,258
Miscellaneous	..	..	2,582
Total	..	..	5,648,847
To Brazil.			
Wheat flour	Barrels	1,595	12,600
Boards	1,000	166	3,600
Miscellaneous	..	..	2,445
Total	..	..	18,645
To Denmark.			
Petroleum, refined	Gallons	1,709,428	229,672
To Danish West Indies.			
Coal	Tons	246	1,230

Articles.		Quantity.	Value.
			Dollars.
To France.			
Bark	..	..	1,791
Indian corn	Bushels ..	71,143	60,303
Resin	Barrels ..	504	1,502
Petroleum, crude	Gallons ..	1,608,454	145,439
„ refined	„ ..	493,193	59,196
„ naphtha	„ ..	766,268	57,042
Tallow	Lbs. ..	899,186	73,170
Cooperage	..	..	1,938
Total	..	..	400,381
French West Indies.			
Wheat flour	Barrels ..	2,405	16,141
Other breadstuffs	..	..	1,620
Petroleum, refined	Gallons ..	9,820	2,070
Provisions	..	..	3,629
Tobacco leaf	Lbs. ..	9,690	924
Boards	1,000 ..	50	1,000
Cooperage	..	..	1,505
Miscellaneous	..	..	366
Total	..	..	27,255
French Possessions in Africa.			
Petroleum, refined	Gallons ..	110,000	13,200
To Germany.			
Petroleum, refined	Gallons ..	25,533,905	3,364,941
Benzine	„ ..	157,635	12,800
Miscellaneous	..	..	60
Total	..	..	3,377,801
To Italy.			
Indian corn	Bushels ..	15,105	12,087
Resin	Barrels ..	1,453	4,116
Petroleum, refined	Gallons ..	2,895,418	392,285
Spirits of turpentine	„ ..	9,690	5,620
Miscellaneous	..	..	66
Total	..	..	414,171
To Mexico.			
Coal	Tons ..	3,640	16,860
Miscellaneous	..	..	1,185
Total	..	..	17,045

Articles.		Quantity.	Value.
			Dollars.
To Netherlands.			
Petroleum, refined	Gallons	6,743,698	896,430
„ crude	„	5,660	500
Total			896,930
To Dutch West Indies.			
Indian corn	Bushels	1,650	1,670
„ meal	Barrels	860	3,440
Rye flour	„	258	1,430
Wheat flour	„	2,727	17,175
Oil cake	Lbs.	61,500	1,476
Provisions			2,993
Tobacco leaf	Lbs.	11,883	1,681
Boards	1,000	80	1,750
Miscellaneous			3,646
Total			35,256
To Peru.			
Iron, manufactured			771,147
To Portugal.			
Rye flour	Barrels	300	1,350
Wheat	Bushels	43,320	52,639
Wheat flour	Barrels	1,018	6,110
Resin	„	800	3,143
Petroleum, refined	Gallons	553,430	78,971
Cooperage			4,173
Miscellaneous			348
Total			146,734
To Russia.			
Iron locomotives		12	149,088
Petroleum, refined	Gallons	884,983	135,954
Total			285,042
To Spain.			
Petroleum, refined	Gallons	623,679	80,606
Naphtha	„	18,881	1,794
Total			82,400

Articles.		Quantity.	Value.
			Dollars.
To Cuba.			
Agricultural implements	..	..	4,204
Bones	Cwts.	750	1,421
Bone black	Lbs.	560,889	21,349
Brooms	..	..	1,686
Indian corn	Bushels	4,764	4,420
Wheat flour	Barrels	3,752	27,943
Coal	Tons	26,703	120,200
Drugs and chemicals	..	..	15,115
Gas fixtures	..	..	5,831
Glass	..	..	1,705
Gold coin	..	..	77,908
Hay	Tons	139	3,185
Iron manufactures	..	..	141,968
Leather manufactures	..	..	2,399
Petroleum, refined	Gallons	5,945	1,221
Rice	Lbs.	66,918	2,115
Paper	..	..	3,024
Perfumery	..	..	3,707
Provisions	..	..	44,398
Printing materials	..	..	4,494
Sewing machines	..	..	16,827
Tobacco, leaf	Lbs.	5,570	1,048
Wood, boards	1,000	1,581	38,876
Cooperage	..	..	816,724
Manufactures of wood	..	..	1,385
Wool manufactures	..	..	5,080
Miscellaneous	..	..	7,222
Total	..	..	1,375,485
To Porto Rico.			
Breadstuff and biscuit	Lbs.	18,850	961
Indian corn meal	Barrels	350	1,435
Flour	„	7,475	53,719
Candles	Lbs.	55,764	6,138
Iron manufactures	..	..	832
Petroleum, refined	Gallons	18,950	3,755
Paper	..	..	1,585
Provisions	..	..	22,240
Soap	Lbs.	14,000	700
Wood—			
Boards	1,000	412	9,143
Cooperage	..	..	36,687
Miscellaneous	..	..	1,094
Total	..	..	138,289
To Sweden and Norway.			
Petroleum, refined	Gallons	149,555	19,326
Naphtha	„	86,910	7,200
Total	..	..	26,526

Articles.		Quantity.	Value.
			Dollars.
To United States of Colombia.			
Gold and silver	..	..	4,000
Coal	Tons	18,694	91,095
Provisions	..	..	680
Miscellaneous	..	..	155
Total	..	..	95,930
To Venezuela.			
Rye flour	Barrels	407	2,147
Wheat	Bushels	19,898	34,165
Wheat flour	Barrels	27,443	187,452
Bronze manufactures	..	..	30,000
Candles	Lbs.	29,999	3,910
Coal	Tons	485	2,386
Carriages	..	..	917
Cordage	Lbs.	86,850	10,525
Drugs and chemicals	..	..	26,690
Marble manufactures	..	..	9,170
Iron manufactures	..	..	51,712
Petroleum, refined	Gallons	10,249	1,854
Resin	Barrels	527	2,194
Cartridges	..	..	7,039
Provisions	..	..	60,433
Paper	..	..	1,000
Tallow	Lbs.	635,814	62,114
Tobacco, leaf	„	6,629	3,176
Wood—			
Boards	1,000	115	4,609
Manufactured	..	..	1,630
Miscellaneous	..	..	6,360
Total	..	..	509,564
Grand total of exports from Philadelphia, 1874	..	..	29,878,911

Recapitulation.

STATEMENT of the Value of Exports to the following Countries, 1874.

Countries.	In American Vessels.	In Foreign Vessels.	Total.
	Dollars.	Dollars.	Dollars.
Austria	60,837	79,255	140,092
Belgium	614,144	5,030,623	5,648,867
Brazil	18,645	..	18,645
Denmark	..	229,672	229,672
Danish West Indies	1,230	..	1,230
France	106,072	294,309	400,381
French West Indies	27,255	..	27,255
French Possessions in Africa	13,200	..	13,200
Germany	56,144	3,221,657	3,377,801
England	6,431,208	3,700,126	10,131,334
Ireland	72,522	3,627,527	3,745,049
Gibraltar	76,136	185,698	261,834
Nova Scotia	16,924	125,500	142,424
British West Indies	696,609	249,909	946,608
Italy	110,537	303,634	414,171
Mexico	17,045	..	17,045
Netherlands	59,016	837,914	896,930
Dutch West Indies	..	35,256	35,256
Peru	559,147	212,000	771,147
Portugal	11,461	135,273	146,734
Russia	200,909	84,133	285,042
Spain	11,868	70,537	82,400
Cuba	1,281,011	94,474	1,375,485
Porto Rico	50,855	87,434	138,289
Sweden and Norway	..	26,526	26,526
United States of Colombia	86,415	9,515	95,930
Venezuela	56,377	453,187	509,564
Total	10,635,652	19,243,259	29,878,911

STATEMENT showing the Exports of Breadstuffs and the Countries to which exported, 1874.

Countries to which Exported.	Bread Stuffs.*	Provisions.†
	Dollars.	Dollars.
Belgium	1,028,596	343,850
Brazil	13,070	..
France	60,303	..
French West Indies	17,761	3,629
England	2,264,807	2,788,235
Ireland	3,321,798	..
Nova Scotia	25,820	1,165
British West Indies	657,847	105,130
Italy	12,084	66
Dutch West Indies	24,444	2,993
Portugal	60,099	..
Cuba	33,465	44,398
Porto Rico	55,388	24,240
United States of Columbia	115	680
Venezuela	223,764	60,433
Total 1874	8,159,371	3,372,719
„ 1873	5,556,840	1,137,332
„ 1872	4,100,979	282,954
„ 1871	4,148,595	341,382

The following official table, published by Mr. Commissioner Young, of the Bureau of Statistics, Washington, shows the imports and exports of the United States, Philadelphia, Boston, New Orleans, New York and Baltimore. This table was approximated before the termination of the year, and the imports and exports for Philadelphia were over estimated in 1874 by 1,442,253 dol. for imports, and 3,242,426 dol. for the exports. With this exception the approximated table would appear to be correct, and exhibits the steady increase of the foreign trade of Philadelphia.

IMPORTS.

Into—	Value for 1872.	Value for 1873.	Percentage of Gain or Loss of 1873 over 1872.	Value for 1874.	Percentage of Gain or Loss of 1874 over 1873.
	Dol.	Dol.		Dol.	
United States ...	640,338,766	663,617,147	3·6 Increase.	595,861,248	11·3 Decrease.
Philadelphia ...	20,383,853	25,393,150	24·5 Increase.	26,447,037	4·15 Increase.
Boston	70,388,185	68,083,307	3·4 Decrease.	52,212,405	30· Decrease.
New Orleans ...	18,542,188	19,933,344	7·5 Increase.	14,533,864	37·1 Decrease.
New York	418,515,829	426,321,427	1·86 Increase.	395,133,622	7·88 Decrease.
Baltimore	28,836,305	29,227,603	1·6 Increase.	29,302,138	Stationary.
All other ports ...	83,662,406	94,598,316	13·7 Increase.	78,232,182	20·9 Decrease.

EXPORTS.

From—	Value for 1872.	Value for 1873.	Percentage of Gain or Loss of 1873 over 1872.	Value for 1874.	Percentage of Gain or Loss of 1874 over 1873.
	Dol.	Dol.		Dol.	
United States ...	571,989,467	677,282,074	18·4 Increase.	716,819,392	5·85 Increase.
Philadelphia ...	21,016,750	24,239,357	15·3 Increase.	33,121,337	36·6 Increase.
Boston	23,199,668	29,392,645	26·6 Increase.	30,610,650	4·14 Increase.
New Orleans ...	90,802,849	104,398,732	15·5 Increase.	93,715,710	11·93 Decrease.
New York	285,574,892	332,102,062	16·3 Increase.	354,993,732	6·89 Increase.
Baltimore	18,459,533	19,421,723	5·2 Increase.	27,692,709	42·58 Increase.
All other ports ...	132,935,775	167,227,555	25·6 Increase.	176,685,254	5·6 Increase.

* Including bread, biscuits, Indian corn, Indian corn-meal, oats, rye, rye-flour, wheat, wheat-flour, and other grains.

† Including bacon, hams, beef, butter, cheese, fish, lard, oysters, pork, and vegetables.

Immigration.

The Franco-German war added to the already increasing flow of emigration to the United States. A reaction, however, shortly took place, and the press of the country loudly bewailed "the return current." The practical establishment of the American steamship company between this port and Liverpool, aided by the attractive prospect of a great international exhibition to be held in this city in the year 1876, and the consequent demand for labour, induced a large body of labourers and artisans to embark in this direction. This attractive prospect—held out in some instances no doubt by designing persons—has not been realized, and numerous applications have been received at this consulate urging claims for repatriation, the consulate necessarily being powerless in such cases.

The number of immigrants to this port during the year 1874 from Great Britain and her dependencies has amounted to 4,444, and the total increase of immigrants to Philadelphia—not previously the objective point of debarkation, as New York had almost exclusively been so—amounted to somewhat upwards of 8,000.

The following table shows the different nationalities arriving at the port of Philadelphia during the year 1874 from foreign countries:—

Statement showing the Number and Nationality of Immigrants at Philadelphia, 1874.

Nationality.	Males.	Females.	Total.
Africa	5	..	5
Austria	43	18	61
Hungary	14	10	24
Belgium	55	42	97
Brazil	2	..	2
Chili	1	..	1
China	2	..	2
Denmark	32	26	58
France	238	100	338
Germany	1,092	791	1,883
Great Britain and Dependencies—			
England	1,178	1,034	2,212
Scotland	38	28	66
Ireland	1,102	1,049	2,151
Nova Scotia	1	..	1
British West Indies	8	4	12
Australia	1	..	1
Greece	1	..	1
Italy	177	44	221
Mexico	1	..	1
Netherlands	56	34	90
Portugal	1	..	1
Russia	499	440	939
Poland	54	26	80
Switzerland	176	130	306
Sweden and Norway	137	93	230
Spain	16	1	17
Cuba	42	24	66
Turkey	1	..	1
Venezuela	2	..	2
Totals	4,975	3,894	8,869

Cattle.

The following is a statement of the cattle received and sold at Philadelphia in the following years:—

Year.	Beeves.	Cows.	Hogs.	Sheep.
1874	167,130	18,010	339,590	757,040
1873	167,860	18,405	344,300	756,750
1872	134,850	12,302	210,276	740,500
1871	125,333	11,150	199,610	795,200
1870	117,903	8,835	189,500	682,900
1869	94,486	8,685	176,200	536,500
1868	90,400	9,314	191,900	417,800

Sugar.

Statement of the sugar imported into Philadelphia in the following years:—

Year.	Boxes.	Hogsheads, Barrels, and Tierces.	Bags.
1874	9,419	54,805*	29,487
1873	35,692	69,072	65,402
1872	34,448	54,201	26,932
1871	36,433	63,203	54,720
1870	30,800	64,790	34,926
1869	36,632	75,768	54,203
1868	65,800	90,613	5,000

Molasses.

Imports of molasses at Philadelphia during the last five years:—

	Hogsheads.
1874	80,090
1873	108,325
1872	117,829
1871	93,307
1870	92,883
Coastwise receipts in 1874	6,000

Coffee.

Importations of coffee during the last four years:—

	Bags.
1871	38,166
1872	47,764
1873	28,459
1874	29,288

* 48,000 hogsheads purchased in other markets to come here.

Receipts of Produce.

The following are the receipts of produce at Philadelphia during the last three years:—

Produce.		1872.	1873.	1874.
Flour	Barrels	987,450	994,680	1,401,636
Wheat	Bushels	4,160,800	4,372,800	5,471,700
Corn	„	8,137,380	8,233,400	5,954,700
Oats	„	5,830,400	5,980,565	4,705,000
Rye	„	320,940	322,600	249,191
Barley	„	730,389	1,066,392	1,236,900
Clover-seed	„	68,130	43,841	44,749
Flax-seed	„	267,340	245,650	266,180
Timothy seed	„	60,147	62,400	60,660
Lard	Firkins	192,360	251,838	284,770
Butter	„	367,140	457,873	510,340
High Wines	Barrels	74,368	87,465	90,130
Whiskey	„	37,200	42,360	46,340
Eggs	Firkins	302,400	385,455	414,340
Wool	Bales	191,370	261,426	269,366
Cotton	„	151,374	176,466	180,464
Dressed Hogs	Heads	87,312	86,874	80,344

Naval Stores.

The following are the receipts of naval stores at Philadelphia for the years following:—

Stores.		1871.	1872.	1873.	1874.
Resin	Barrels	36,000	39,650	48,860	44,760
Tar	„	2,000	2,600	4,100	4,700
Pitch	„	1,580	1,840	1,950	2,349
Spirits of Turpentine	„	9,160	9,860	10,500	11,260
Totals		49,140	52,250	60,460	62,060

Rates of Exchange and Premium on Gold.

	Dols. c.	
Average rate of exchange on London during the year 1872	5 54	to £ sterling.
„ „ „ 1873	5 58	„
„ „ „ 1874	5 50	„
Average premium on gold during the year 1872		113 per cent.
„ „ 1873		115 „
„ „ 1874		112 „

Products of Pennsylvania.

Petroleum.—A struggle is going on between the rival companies of the Pennsylvania railroad and the Baltimore and Ohio railroad for the possession of this trade. This is simply a competition between the cities of Philadelphia and Baltimore for the possession of the refining and exporting trade of this article, and depends upon whether the pipe companies called the Columbia Conduit Company will be enabled to tap the chief producing districts in this state, Pennsylvania, and conduct the crude petroleum to Pittsburgh to supply the refineries there,

and then to ship it over a branch of the Baltimore and Ohio railroad to Baltimore. In order to effect this they have already laid down forty miles of pipe, but as it was necessary to cross the road of the Pennsylvania Railway Company, they were stopped in their further progress by that company. The contest has been carried both into the courts and the legislature, with apparently little chance of success on the part of the Columbia Conduit Company, and the triumph of the Pennsylvania Railroad Company in thus checking a rival city from effecting a deviation of this important product into another channel is more than probable.

The production and refining of petroleum still maintains its position among the chief industries of Pennsylvania. This staple which is widely disseminated over all portions of the globe, is undoubtedly largely remunerative as regards this State, and forms its most important article of export. Prices at the end of December 1874 were equivalent to those at the commencement of the year, and the total production for the year was slightly over and above that of the preceding one. Under the influences of improved machinery, the process of refining the crude oil is gradually progressing, and Pennsylvania promises to become one of the most important, if not the most important centre of this industry. At this moment it may be estimated that the capacity for refining throughout the whole United States amounts to somewhere about 40,000 barrels of crude oil per day, distributed as follows :—

	Per cent.	Barrels.
State of Pennsylvania—		
Philadelphia	16	6,400
Pittsburgh	22	8,800
Oil regions	18	7,200
	56	22,400
State of New York—		
New York	25	10,000
State of Ohio—		
Cleveland	19	7,600
	100	40,000

Exports.—There has been a very slight falling off in the shipments of 1874 as compared with those of 1873, as regards petroleum and its products. The increase in the consumption throughout Europe, has been greater within the past two years than at any previous time in the history of the production of this article. India, China, and Japan will no doubt in the not distant future, largely consume this important product, and it is impossible to foresee to what purposes chemistry and the arts in general may not adapt its use.

EXPORTS of Petroleum from Philadelphia to Foreign Ports during 1874.

Country.	Gallons.
Antwerp	21,717,309
Hamburg	4,316,327
Bremen	16,564,301
Cork	3,140,424
Havre	1,216,862
Rotterdam	3,521,412
London	3,159,898
Dublin	189,492
Liverpool	271,489
Bristol	206,896
Amsterdam	905,920
Gibraltar	2,020,208
Genoa	1,287,441
Hull	181,522
Pozzuoli	99,102
Gottenburg	139,750
Marseilles	449,574
Lisbon	532,410
Trieste	1,021,651
Laguayra	4,250
Copenhagen	947,414
St. Lucia	9,000
Stettin	2,278,400
Aarhuus	141,480
British West Indies	66,158
Lubeck	309,846
Naples	342,163
Cronstadt	894,883
Venice	451,647
Rostock	367,636
Porto Rico	1,990
Elsinore	597,532
Dunkirk	438,859
Gefle	91,315
Martinique	3,810
Jamaica	11,000
Wismar	140,490
Belfast	201,748
Dantzic	381,375
La Rochelle	124,454
Königsberg	199,435
Bordeaux	49,956
Barcelona	213,419
Naples	103,386
Vigo	86,339
Santander	344,802
Leghorn	90,270
Spanish West Indies	16,804
Civita Vecchia	208,890
Oran	110,000
Vianna do Costello	15,000
Total 1874	73,009,112
„ 1873	86,643,013
„ 1872	56,356,068
„ 1871	55,901,590
„ 1870	49,889,737
„ 1869	33,145,155
„ 1868	40,505,620

Prices of Refined Petroleum in 1874.

	Per Gallon.			
	Opening.	Highest.	Lowest.	Closing.
	Cents.	Cents.	Cents.	Cents.
January	13⅛	14	13⅛	13⅞
February	15	15	14⅝	14⅝
March	14⅝	14¾	14⅛	14¾
April	15⅛	15⅞	15⅛	15⅞
May	16	16	13⅛	13⅛
June	13	13	12¼	13
July	12¾	12¾	11⅞	11⅞
August	12	12	11⅛	12
September	12	12	11⅛	11⅞
October	12¾	12¾	11¼	11¼
November	10⅞	10⅞	10¼	10⅜
December	10¾	11⅞	11¼	11⅞

Highest price was in 1864, viz., 85 c. per gal.; lowest price was in 1874, viz., 10¼ c. per gal.

The following table shows the average daily production of crude petroleum in the Pennsylvania oil regions for each month, during the last five years :—

Daily Production.

Month.	1870.	1871.	1872.	1873.	1874.
	Barrels.	Barrels.	Barrels.	Barrels.	Barrels.
January	12,634	15,477	16,286	20,407	35,000
February	11,917	14,391	17,012	21,462	33,500
March	12,385	13,457	15,506	21,462	32,000
April	12,974	13,308	16,308	21,414	30,500
May	14,165	13,987	18,345	25,044	30,639
June	14,817	14,806	17,749	26,450	33,238
July	16,969	17,261	18,513	27,893	33,966
August	17,777	18,161	18,816	30,198	32,059
September	19,489	17,648	16,561	31,809	30,231
October	20,158	16,063	14,309	30,403	32,689
November	18,012	16,651	23,275	34,792	29,370
December	15,214	16,703	22,054	34,848	27,920

Total approximate production of Pennsylvania oil fields from 1867 to 1874 .. 45,321,910 barrels.

Average daily production for the year :—

	Gallons.
1870	15,543
1871	15,660
1872	17,865
1873	27,200
1874	31,751

Total production for the year :—

	Gallons.
1870	5,673,195
1871	5,715,900
1872	6,531,675
1873	7,878,629
1874	11,589,115

The following table shows the stock of crude petroleum in the producing regions on the first of each month, 1869 to 1874 inclusive ;—

Month.	1874.	1873.	1872.	1871.	1870.	1869.
	Barrels.	Barrels.	Barrels.	Barrels.	Barrels.	Barrels.
January	1,948,919	1,085,435	623,348	507,751	340,000	264,000
February	2,283,032	1,183,630	692,282	587,021	342,000	274,000
March	2,528,210	1,266,375	866,548	642,944	351,000	282,000
April	2,623,534	1,244,655	1,040,898	673,810	385,000	329,000
May	2,594,286	1,178,645	1,144,240	685,685	329,000	365,000
June	2,701,625	1,192,540	1,203,649	554,424	341,568	365,000
July	2,794,790	1,324,495	990,229	541,676	321,840	309,090
August	2,998,319	1,443,620	979,166	530,933	359,908	307,000
September	3,100,000	1,513,890	951,410	541,875	419,477	332,000
October	3,241,617	1,513,185	914,423	495,666	473,896	292,000
November	3,700,000	1,452,895	759,630	503,574	576,014	275,000
December	4,000,000	1,493,875	923,947	532,974	555,626	337,000

TABLE showing the Monthly Shipments of Crude Petroleum from the Producing Regions during the Year 1874.

Total shipments for month of—	Barrels.
January	705,961
February	390,276
March	433,650
April	605,624
May	754,638
June	669,315
July	756,039
August	648,180
September	837,226
October	566,378
November	498,218
December	508,891
Total	7,374,396

TABLE showing the Number of Vessels and the Nationality loaded at Philadelphia with Petroleum during the last Five Years.

Nationality.	1870.	1871.	1872.	1873.	1874.
British	147	127	131	166	116
American	85	81	59	77	51
German	31	54	53	120	104
Norwegian	43	45	47	80	73
Italian	9	9	9	28	23
Swedish	2	10	7	14	23
Austrian	1	0	2	2	1
Belgian	1	0	0	0	1
Danish	5	4	2	2	6
Dutch	3	1	6	4	0
French	1	0	2	0	0
Holland	0	0	0	0	1
Nicaragua	0	1	0	0	0
Portuguese	4	5	10	5	7
Spanish	2	5	2	2	4

COAL.

The high price of coal during the last two years, while rendering this industry most prosperous, has had a detrimental effect upon the

iron and other trades. The increase of price in the last two years has been steady and is not likely to fall. The coal mines are now in a measure monopolized by the great railroads companies running through and owning large tracts of the coal regions, such as the Philadelphia and Reading, the Central of New Jersey, Lehigh Valley, the Delaware and Hudson Railroad and Canal Company. These companies are their own miners and carriers, and greatly influence the price of coal and the rates of freight. They regulate the production of their mines according to the requirements of the market, and are careful in not overstocking it. Nor do they allow the prices to get exorbitantly high, as it would bring them into competition with the vast fields of bituminous coal west of the Alleghanies, the semi-bituminous coal of Maryland, and the coal of Nova Scotia, which would soon be poured into the markets of Philadelphia and New York. The companies assert that the tariff of railroad freights is at its minimum, and that a small reduction of wages would but slightly affect the price of coal. In the Schuylkill, Lehigh, and other regions, the rate of wages is regulated by the price of coal. When coal is at 5 dol. (18*s.*) per ton at the shipping ports, miners receive 14 dol. (2*l.* 10*s.*) per week; inside and outside labourers a lower rate. For every dollar in advance of 5 dol., an increase of 12½ per cent. is made upon all wages, and a corresponding decrease in case of a fall below this price, which is not likely to occur. The miners in most instances are satisfied with this arrangement, and any attempt to reduce the price of wages, would doubtless result in a strike. The operators consider that the wages are too low, and should be increased, the Reading Railroad claiming, on the contrary, a reduction of 20 per cent. on the present rates for miners.

Contention between capital and labour is of constant occurrence in the mining districts, and armed bodies meet often in deadly conflict. The state authorities are reluctant to send a militia force to quell them, and the petty local authorities are powerless to check them. Great disorder, therefore, at times results, and numerous deaths ensue.

The anthracite coal trade of Pennsylvania has now reached an annual product of 19,000,000 tons, and the following table exhibits its rapid rise from the year of its first production to the present time:—

Progress of the Anthracite Coal Trade of Pennsylvania.

Year.	Total Production	Shipments. P. & R. R. R. Co.
	Tons.	Tons.
1820	365	..
1830	174,734	..
1840	864,379	..
1842	..	49,902 First Shipments.
1850	3,358,899	1,351,502
1860	8,513,123	1,946,195
1870	15,849,899	4,633,504
1873	19,585,178	6,546,553
1874	*18,700,000	6,348,812

* Estimated.

	Tons.	Lbs.
The actual weight of anthracite coal in Pennsylvania during the year 1874 was	19,751,112	of 2,240
In addition to these figures there were probably used in and around the mines	3,000,000	
The total yield of the bituminous mines of Pennsylvania for the year 1874	11,053,615	

Coal Trade of the United States, from the United States Census of 1870.

	Number of Collieries.	H. P. Steam Engines.	Hands.	Capital.	Product.	Average Value at Colliery.
				Dol.	Tons.	Dol. c.
Pennsylvania—						
Anthracite ...	227	48,809	53,025	50,922,285	15,650,275	2 53
Bituminous ...	361	1,851	17,156	16,989,418	7,798,518	1 77
Illinois	322	2,645	6,461	4,286,575	2,624,163	2 33
Ohio	307	3,663	7,567	5,891,814	2,527,285	2 16
Maryland	22	431	2,727	23,891,600	1,819,824	1 33
Missouri	56	2,308	1,878	2,587,250	621,930	3 22
West Virginia ...	41	177	1,140	1,434,800	608,878	1 69
Indiana	46	771	1,369	554,442	437,870	2 03
Iowa...	96	145	1,354	618,332	263,487	3 32
Kentucky	30	125	714	717,950	150,582	2 98
Tennessee	11	51	419	313,784	133,418	2 47
Virginia	6	1,297	642	779,200	61,803	3 70
Kansas	20	...	252	166,430	32,938	3 78
Michigan	3	83	93	176,500	28,150	3 72
Rhode Island ...	2	140	75	80,000	14,000	4 21
Alabama	2	...	57	26,000	11,000	2 64
Nebraska	3	...	8	850	1,425	6 00
Wyoming	1	20	165	250,000	50,000	16 00
Washington ...	1	80	80	300,000	17,344	6 00
Utah...	6	15	25	44,800	5,800	3 67
Colorado	3	...	16	36,000	4,500	3 66
Total	1,566	62,310	92,454	110,008,029	32,860,690	...

Iron and Steel.

There has been great prostration of this industry since the panic of 1873, and upwards of 300 mills are entirely stopped and large numbers of operatives thrown out of employ. Previous to that period a great inflation occurred, owing to the extensive railroad operations requiring a constant supply, but the proprietors of the large iron works in the interior of Pennsylvania seemed to be oblivious that this era of railroad building could not be everlasting, and consequent upon the inflation came a collapse from which they are now severely suffering, even to the extent of desiring a subsidy from the Government in their behalf. This would, if granted, prove a very partial and temporary relief. In the meantime these interests continue to clamour for protection, and have shown deadly hostility to the recently rejected Reciprocity Treaty with Canada.

One fertile source of the depression in the iron interests of this State is to be sought in the increased importance of the iron trade of the Western States of Ohio, Indiana, and others, especially in the matter of raw iron; the more refined products—such as rails, engines, hardware, &c.—still continue and will in the future continue to be supplied by the State of Pennsylvania, though Chicago in 1873 showed a total of iron manufactures of 6,200*l.*

The cost of coal is another difficulty the iron-masters have to contend with, and consequently efforts are made by the great operators to own their own coal mines, as in the case of the Reading Railroad and Iron Company, which mines both coal and iron and has its own manufactures.

Another cause of fear for the future of these interests is sought in the stagnation of the iron trade of Great Britain, and an ominous feeling that much of the surplus product will be thrown upon the American market pervades the minds of those engaged in this trade. This apprehension is verified by the fact that for the ten months ending October 31, 1874, the exports of iron from Liverpool to the United States were 93,395 tons.

At the beginning of the year, of the 666 completed furnaces of the United States, there were 266 out of blast; and more than one-half of the rail mills of the country were wholly idle, while others were running only a part of the time. In April the prices of rails had fallen to 12*l.*; bar iron at Pittsburgh was quoted at $2\frac{3}{4}$ c. per lb., and sales were made at even lower figures; at New York, Philadelphia, and other leading iron markets, there were few sales of bar iron, and they at ruinously low prices.

The following table will show the prices of 1874 as compared with those of the year previous:—

Articles.	April, 1873.	April, 1874.
	Dols. c.	Dols. c.
Rails at Philadelphia and New York	82 00	60 00
Bar iron at Pittsburgh, Pa.	04½	02¾
Gray-forge pig iron at Pittsburgh	42 00	28 00
No. 1. Lehigh pig iron at Philadelphia.. ..	47 00	33 00

The above figures represent an average decline in price of over 30 per cent. during the year.

The following table shows the exact condition of the furnaces of Pennsylvania in April, 1874:—

Districts.	Number of Furnaces.	In Blast.	Out of Blast.
Lehigh	47	27	20
Schuylkill	41	30	11
Lower Susquehana	37	22	15
Upper „	25	13	12
Shenango	32	18	14
Pittsburgh and miscellaneous ..	43	28	15
Charcoal furnaces	39	26	13
Total	264	164	100

The following shows the imports of iron and steel and the manufactures thereof in the United States during the fiscal years ended June 30, 1871, 1872, 1873, and 1874:—

Imports in Fiscal Years.—Gold Values.

Commodities.		Quantities.			
		1871.	1872.	1873.	1874.
Iron and steel and manufactures :—					
Pig iron	Lbs.	399,031,453	554,465,164	482,711,889	206,173,031
Castings	,,	4,406,073	866,285	729,674	429,587
Bar iron	,,	203,503,170	236,454,061	166,016,035	77,031,533
Boiler iron	,,	1,098,838	1,401,951	1,174,165	154,733
Band, hoop, and scroll iron	,,	22.441,187	23,416,191	25,660,711	5,955,950
Railroad bars or rails of iron	,,	1,026,045,340	944,730,303	481,009,461	40,759,006
Sheet iron	,,	20,977,572	29,509.665	29,887,646	12,333,734
Old iron and scrap iron	Tons	155,805	230,763	204,078	51,357
Hardware	..	..	..	..	..
Anchors, cables, and chains of all kinds	Lbs.	11,050,088	11,010,613	11,599,642	7,007,978
Railroad bars or rails of steel	,,	Reported under some more general class.	245,911,554	320,083,100	292,821,945

Commodities.	Gold values.			
	1871.	1872.	1873.	1874.
	Dollars.	Dollars.	Dollars.	Dollars.
Iron and steel, manufactures of:—				
Pig iron	3,106,490	5,122,318	7,203,769	3,298,022
Castings	32,679	34,333	32,113	15,867
Bar iron	4,058,126	5,153,472	5,288,481	3,022,279
Boiler iron	31,284	57,392	55,030	11,177
Band, hoop, and scroll iron	506,501	573,457	846,973	200,574
Railroad bars and rails of iron	17,360,297	15,778,941	10,541,036	987,260
Sheet iron	610,809	1,116,200	1,287,072	808,016
Old and scrap iron	3,782,526	6,040,678	6,543,512	1,405,141
Hardware	141,495	204,992	371,518	275,678
Anchors, cables, and chains of all kinds	472,782	490,275	675,184	437,582
Machinery	907,371	1,054,045	1,693,966	1,393,774
Muskets, rifles, sporting guns, and pistols	706,988	711,858	822,119	873,410
Steel ingots, bars, sheets, and wire	3,750,702	4,033,508	4,155,234	2,960,055
Railroad bars or rails of steel	Reported under some other head.	6,277,694	9,199,666	9,671,175
Cutlery	1,956,351	2,147,708	2,234,355	1,586,194
Files	604,153	583,058	770,986	575,211
Saws and tools	514,346	542,377	265,637	48,210
Other manufactures of iron and steel not elsewhere specified	4,883,075	5,621,882	7,221,801	6,143,830
Total values	43,425,975	55,540,188	59,308,452	33,713,455

Exports of Iron and Steel.

Commodities.	Gold Values.			
	1871.	1872.	1873.	1874.
	Dollars.	Dollars.	Dollars.	Dollars.
Iron, and manufactures of:—				
Pig	111,033	69,331	140,683	414,723
Bar	16,754	4,532	33,767	173,168
Boiler plate	3,096	8,047	4,589	13,440
Railroad bars and rails	17,445	7,167	104,054	25,356
Sheet, band, and hoop	4,810	13,030	6,068	11,082
Castings not specified	105,044	128,017	153,234	226,288
Car wheels	42,791	99,826	137,458	189,869
Stoves, and parts of	72,132	92,337	115,792	102,398
Steam engines, locomotive	536,076	953,881	952,655	1,147,366
„ „ stationery	55,720	118,312	111,507	74,749
Boilers separate from engines	54,532	178,520	232,546	127,999
Machinery not specified	1,515,843	2,499,744	3,120,984	3,357,909
Nails and spikes	259,324	241,429	356,990	410,850
All other manufactures of iron	2,020,271	2,398,210	3,262,170	3,303,499
Steel, and manufactures of:—				
Ingots, bars, sheets, and wire	2,538	8,146	3,955	26,691
Cutlery	114,142	58,030	47,346	47,162
Edge tools	424,821	577,813	846,452	941,016
Files and saws	9,282	16,884	10,171	21,496
Muskets, pistols, rifles, and sporting guns	13,463,916	1,037,117	1,181,869	2,340,138
Manufactures of steel not specified	174,850	236,733	297,541	225,457
Total values	19,005,090	8,747,106	11,119,831	13,180,654

Production of Pig Iron in the United States.

Whole number of stacks, December 31, 1871	571
" " built in 1872	41
" " December 31, 1872	612
" " built in 1873	50
" " December 31, 1873	662
" " in blast, January 1, 1874	410
" " out of blast, January 1, 1874	252
" " completed in first six months of 1874	11
Whole number of finished stacks, July 1, 1874	673
" " stacks building	53
" " " projected	61
Total production in 1872, tons of 2,000 lbs.	2,854,558
" " 1873, " "	2,868,278
Estimated annual capacity of all finished stacks, net tons	4,500,000
Number of States having furnaces	25
" " making pig iron in 1872	21
" " " " 1873	22

Pig Iron produced in—	1872.	1873.
	Tons.	Tons.
Pennsylvania	1,401,497	1,389,573
Ohio	399,473	406,026
Indiana	39,221	32,486
Illinois	78,627	55,796
Michigan	100,222	123,506
Wisconsin	65,036	74,148

Pennsylvania has 262 stacks, and produces nearly one-half of all the pig iron made in the country. The four western states of this consular district, Indiana, Illinois, Michigan, and Wisconsin, make 12 per cent. of all the pig iron produced. The following table shows the consumption of pig iron in the United States, as estimated upon the production and the importation:—

	Net Tons.
Home production of pig iron in 1872	2,854,558
Importation	295,967
Total consumption of pig iron in 1872	3,150,525
Home production in 1873	2,868,278
Importation	154,780
Total consumption of pig iron in 1873	3,023,058

	Dollars.
Value of 2,854,558 net tons of pig iron produced in 1872	132,649,621
" 2,868,278 " " " 1873	118,243,398

Total Production of Rails.

	1871.	1872.	1873.
Pennsylvania	335,604	419,529	328,522
United States, not including Pennsylvania	440,129	580,471	561,555
Total	775,733	1,000,000	890,077

The following table shows the production of rails of all kinds in the United States in 1873 :—

New iron rails over 40 lbs.	291,427
„ „ under 40 lbs.	25,739
Old rails re-rolled over 40 lbs.	408,089
Steel-headed rails „	26,377
Street rails	9,430
Bessemer street rails	129,015
Total	890,077

Manufactures.

There has been no tabulated statement of the manufactures of the city of Philadelphia since the census of 1870. Taking the returns of that census as a basis, and estimating the increase at the ratio of the preceding ten years, there are at the present time in Philadlephia :—

Manufacturing establishments	8,650
Capital	37,000,000*l.*
Hands employed	145,000
Annual value of the products	77,000,000*l.*

It is, therefore, only necessary to refer to the report from this consulate for the year 1871, for a full detail of the principal manufactures of this city, now the largest manufacturing town in the United States.

Agriculture.

The return on agriculture will be forwarded as soon as the necessary articles are forthcoming.

A STATEMENT of the Product of the Principal Crops of the Farm for the Years and in the States named, as estimated by the United States Department of Agriculture.

1873.

Products.		Pennsylvania.	Ohio.	Michigan.	Indiana.	Illinois.	Wisconsin.	Iowa.
Corn	Bushels	36,929,000	88,422,000	14,099,000	67,840,000	143,634,000	16,308,000	105,200,000
Wheat	„	15,548,000	18,567,000	14,214,000	20,832,000	28,417,000	26,322,000	34,600,000
Rye	„	3,283,000	401,000	218,000	397,000	2,078,000	1 240,000	517,000
Oats	„	31,229,000	23,090,000	8,878,000	11,400,000	35,360,000	18,862,000	21,130,000
Barley	„	398,000	1,576,000	515,000	568,000	2,280,000	1,515,000	4,500,000
Buckwheat	„	2,022,000	191,000	378,000	139,000	90,000	289,000	85,000
Potatoes	„	10,602,000	6,045,000	6,910,005	2,520,000	5,510,000	4,964,000	3,315,000
Tobacco	Pounds	15,000,000	32,500,000	..	15,600,000	7,575,000	3,750,000	..
Hay	Tons	2,446,400	1,903,000	1,018,500	893,300	2,350,000	1,370,000	1,747,200

1874.

Products.		Pennsylvania.	Ohio.	Michigan.	Indiana.	Illinois.	Wisconsin.	Iowa.
Corn	Bushels	35,821,000	88,422,000	12,689,000	74,624,000	133,579,000	15,492,000	115,720,000
Wheat	„	16,636,000	25,993,000	17,341,000	23,331,000	30,122,000	18,436,000	33,908,000
Rye	„	3,250,000	392,000	228,000	397,000	2,026,000	1,091,000	485,000
Oats	„	25,607,000	17,317,000	8,434,000	11,628,000	31,824,000	14,335,000	19,650,000
Barley	„	437,000	1,182,000	463,000	539,000	2,052,000	1,151,000	4,725,000
Buckwheat	„	2,062,000	192,000	298,000	155,000	136,000	375,000	107,000
Potatoes	„	9,223,000	5,500,000	7,601,000	2,091,000	7,438,000	5,956,000	4,806,000
Tobacco	Pounds	10,500,000	13,000,000	..	7,800,000	3,408,000	2,250,000	..
Hay	Tons	2,421,900	1,655,600	916,600	803,900	2,232,500	1,164,500	1,747,200

Public Institutions.

The school system of Pennsylvania is one of the most interesting institutions of the Commonwealth.

Number of public school districts in the State	2,071
„ „ schools	16,641
„ „ graded schools	5,586
„ „ school directors	13,750
„ „ „ superintendents	86
„ „ „ teachers	19,329
Average salaries of male teachers per month	8*l.* 10*s.*
„ „ female „ „	7*l.* 3*s.*
„ length of school terms, in months	6·73
Number of pupils	850,774
Average number of pupils	543,026
Percentage of attendance upon the whole number registered	67
Average cost of tuition per month for each pupil	3*s.* 5*d.*
Cost of tuition for the year	905,461*l.*
Total cost for tuition, buildings, fuel, and contingencies (not including orphan and normal schools)	1,746,400*l.*
Estimated value of school property	4,515,933*l.*

The following tabular statement shows the educational growth of the State of Pennsylvania in the last ten years, illustrated by comparing the years 1865 and 1874.

	1865.	1874.
Graded schools	1,743	5,586
Superintendents	65	86
Average monthly salary of male teachers	6*l.* 6*s.* 7*d.*	8*l.* 10*s.*
„ „ „ female „	4*l.* 4*s.* 4*d.*	7*l.* 3*s.*
Cost of tuition	503,105*l.*	905,461
Cost of school houses	93,017*l.*	432,010
Total cost	732,010*l.*	1,769,600*l.*
Number of teachers attending country institutes	2,775*l.*	13,970

Public schools of the city of Philadelphia consist of the Central High School, the Girls' Normal, 60 grammar schools, 121 secondary schools, 29 consolidated schools, 212 primary schools, 41 night schools total, 467 schools.

Attendance of pupils in the day schools	91,950
„ „ „ night „	16,681
Total	108,631
Number of teachers employed :—	
Day schools	1,776
Night „	215
Total	1,991
Amount of expenditure for 1874	321,545*l.*

The public and charitable institutions of the city of Philadelphia are the House of Correction, Blackley Almshouse, Insane Asylums, House of Refuge, Deaf and Dumb Asylum, Blind Asylum, Institute for Training Feeble-minded Children, the Institute for Soldiers' Orphans, the Episcopal Hospital, the Pennsylvania Hospital, Christ Church Hos-

pital, Philadelphia Orphan Society, Wills' Eye Hospital, Preston Retreat, Philadelphia Society for the Employment and Instruction of the Poor, Magdalen Society, Old Man's Home, House of the Good Shepherd, House of the Immaculate Conception, Reformatory Home for Inebriates, and a large number of others most creditable to the system of philanthropy prevailing in this city.

International Exhibition.

It was natural that a people so enterprising as that of the United States should desire to celebrate the anniversary of the birth of the republic. The question naturally arose as to the *locale* of so important an event. After much rivalry and jealousy, carried on, however, in a fair spirit of emulation, by the different cities and States of the Union, it was finally decided, after various memorials and petitions in 1871 had been presented to Congress, that Philadelphia, which witnessed the signing of the Declaration of Independence, was the most appropriate seat for this national display, and, in order that it should be placed on a broad national footing, Commissioners should be chosen from the several States and Territories, to whom should be entrusted the management of the various details. The Commission was accordingly appointed, and in 1872 Congress created a board, called "The Centennial Board of Finance," entitled to raise a fund not exceeding 2,000,000*l.* sterling by selling its own capital stock in shares of 2*l.* each, with right to vote in the election of directors, the proceeds to be appropriated to the erection of buildings and other incidental expenses. The city of Philadelphia on its part handed over to the United States Centennial Commissioners 450 acres in Fairmont Park for the purposes required, and foreign countries, many of whom have responded, were invited to attend and exhibit the products of their respective countries.

Contracts have been made for the requisite buildings, and the work is in full progress. The State of Pennsylvania and city of Philadelphia have appropriated 1,500,000 dol. (300,000*l.*) towards the erection of the art gallery, which is already in an advanced state. It is 365 feet long, and built of granite, glass, and iron; 210 feet in width and 59 feet in height, surmounted by a dome 150 feet from the ground. It is to be completed for use six months previous to the opening of the Exhibition. The main building is of iron and glass, and will cover when finished over 20 acres; the length east and west being 1,880 feet, width 464 feet, height 70 feet, and height of central tower, 120 feet. It covers an area of 936,008 feet square, divided into parallel zones running the length of the edifice. The remaining buildings consist of the machinery hall, the agricultural department, conservatory, and horticultural hall, extending over a space of 50 acres. There is also in propinquity to the Exhibition building a zoological garden already well stocked; and such is the patriotic enthusiasm displayed by the inhabitants of the city that every effort will be made to render the entire Exhibition both instructive and amusing to visitors.

State Finances.

The Governor's annual message to the State Legislature reveals a financial state not quite so satisfactory as that of previous years. There has been a falling off in the revenue of 240,330*l.*, owing in a great measure to the panic of 1873, and the recovery from the consequences thereof being slow and partial. Certain taxes have also been repealed. At the same time there has been an increase in the ordinary

expenses over the year 1873, when they amounted to 733,263*l.*, whereas in 1874 they reached 789,223*l.* The balance in the Treasury, which in 1873 was 365,030*l.*, is for 1874 only 210,910*l.* The net debt of the State at the close of the fiscal year, November, 1874, was 2,902,816*l.*, whereas in 1873 at the same period it was 2,954,728*l.*, showing a decrease of only 51,912*l.* This is not so unfavourable a result when it is considered that taxes on gross receipts of railroads, net earnings on industrial corporations, on cattle, and farming implements, have been repealed, and that the State has gone through a severe crisis in financial and industrial matters. The operation of the new constitution will, according to the Governor's estimate, require an additional outlay of nearly 500,000 dol. (100,000*l.*), so that the greatest economy in the management of the finances will be required in order that the State should meet its obligations under existing tax laws.*

State Constitution.

Great dissatisfaction having been expressed at the working of the old constitution, a new one was proposed and carried by a large majority of voters in the State. Under the new constitution it is hoped and expected that considerable reform will be effected in the judiciary of the State, and that its citizens will give more serious attention to the science of Government, and to measures for the purification of the channels of administration and of law, and to the proper selection of men to fill the high offices of state.

Sanitary Condition of Philadelphia.

The sanitary condition of the city has been good, no particular disease having become prominent. The death rate was one to every 50·86 of the population, amounting to 15,288 deaths during the year 1874, which was equal to 19·66 to every thousand living persons, being 14 less than the previous year, and 749 less than the year 1872. Scarlet fever attracted considerable attention during the last three months of the year.

The following table shows the marriages, births, and deaths during the past three years :—

	Births.	Marriages.	Deaths.
1872	20,072	6,496	20,544
1873	18,702	7,891	16,736
1874	19,387	6,639	16,315

Philadelphia Post Office, 1874.

Carriers	207
Mail letters	16,728,490
Local letters	8,796,943
Newspapers	6,883,714
Total	35,986,514

* The governor strongly recommends the adoption of a system for the instruction of skilled mechanics, and also forcibly urges compulsory education throughout the state.

United States Mint at Philadelphia, 1874.

Gold Coinage.	Pieces.	Value.	Since 1795.
		Dollars.	Dollars.
Double-eagles	1,242,260	24,845,200	334,500,640
Eagles	15,120	151,200	35,451,480
Half-eagles	114,580	572,900	51,957,025
Three-dollars	41,820	125,460	1,033,713
Quarter-eagles	179,460	448,650	21,510,750
Dollars	232,920	323,920	8,063,658
Total gold	1,917,160	26,467,330	462,572,266
Total silver coinage	9,006,700	2,963,135	109,904,012
Minor coins	19,668,550	511,925	12,391,814
Grand total	30,592,360	29,842,390	584,813,092

Insurance Interests of Pennsylvania, 1874.

	Dollars.
Gross assets	28,515,514
Cash capital	10,187,384
Total cash receipts	13,426,983
Losses	6,299,850
Dividends	1,079,146
Total expenditures	10,641,610
Total liabilities (including re-insurance and capital)	22,780,790
Surplus over liabilities, exclusive of capital	14,897,632
Risks written in 1874	959,998,423
Net amount at risk end of the year, excluding perpetual	827,986,682

Cost of the City Government, 1874.

	Dollars.
Appropriations	13,396,909
Expenses	13,947,435
Valuation of property—	
Real estate	565,819,095
Personal estate	9,464,873
Total	575,283,968

The rate of taxation on the 100 dol. was 2 dol. 10 c.
Floating debt of the city—7,000,000 dol.

Population.

City of Philadelphia	720,000
State of Pennsylvania	4,500,000

The dimensions this report assumes—owing to the importance o the three great staple products of Pennsylvania—render it impossible to make more than casual allusions to the six other States of this consular district; but a reference to the report from this consulate for the year 1871, will afford sufficient knowledge of the topography, climate, products, and resources of those States for general purposes of emigration.

Philadelphia, March 18, 1875.

PORTLAND.

Report by Consul Murray on the Trade, Commerce, and Navigation of Maine for the Year 1874.

In consequence of the published report prepared by Mr. W. Whitman, in pursuance of a resolution passed by the Maine Legislature in February, 1873, I am enabled to give copious and interesting details of the industry of Maine for the year 1873 in a manner that has never been attempted before. I am sorry, however, to be obliged to state that owing to some dissatisfaction, but principally, I am afraid, to the great expense inevitably attending the production and printing of such a document, Mr. Whitman's services as State Industrial Statistician have been suspended. I shall therefore be deprived of much valuable information, which I regret the more as the Board of Trade of Portland, also for economical reasons, has again omitted to publish any annual report of the Portland trade for 1874. I shall therefore be obliged for the most part to restrict myself to general observations.

I am led to believe that the business in Portland has been far better than might have been expected from the general commercial depression experienced throughout the United States. The manufacturing associations, although some of them have been obliged to suspend operations occasionally, have none of them failed. No complaints have been made among the wholesale dry goods and grocery firms, and no failures have been reported. The exportation of lumber shows a reduction as compared with last year; amongst other reasons for which has been the unsettled state of South America, to which large shipments are annually made from this State, and also to the lightness of the sugar crops in the West Indies. The export business in cooperage also shows a decrease on the preceding year. The importations of sugars and molasses, salt, coal, iron, &c., formerly of considerable importance here, have undergone a great falling off; the first two articles owing to a greater and increasing demand for refined sugar, and the other articles in consequence of the high tariff.

Shipping and Navigation.

There was a considerable diminution in the number of British vessels entering and clearing at the port of Portland during the year 1874 compared with that of 1873, but the amount of tonnage and values of imports have increased. The decrease in the number of vessels I attribute to the employment of steamers and larger-sized vessels for the export of flour and other articles for the British provinces, which have been hitherto forwarded in a smaller class of vessel.

The improvements in the dock accommodation in this harbour, which I anticipated would take place in my previous report, have been carried into effect by the Grand Trunk Railroad of Canada, and also by the Boston and Maine Railroad Company; the former corporation having expended the large sum of 175,000 dol. in these improvements, which are still in progress.

The following extract from an address by Mr. Woodman, the Presi-

dent of the Portland Board of Trade, on a recent occasion, will be interesting as proving the value and importance to this State of Maine of the two British corporations—the Grand Trunk Railroad of Canada, and the Allan Line of Steam Ships—which make Portland their terminus:—

"Gentlemen—With your permission I will say a few words in regard to the prospect for business in our city. The time has arrived, in my judgment, when the outlook for Portland in a business point of view is very promising. Our city is about to take a new departure in the business world. Many important enterprises, which will aid us in our business here, have been carried forward and completed. Our ship is now ready for sea. Our steam boat connections with the eastern part of the State, with St. John and the lower British provinces, with Boston and New York, with a line of ocean steamers plying here six months in the year, and at no distant date to run here throughout the year; with our railroad connections with all the country; with two trunk lines through to the West, and the third in process of construction, to be completed at an early date; with the matter virtually settled that the terminus of the Grand Trunk Railway is to be in this city, thus settling another important matter,—that Portland is not only to be an important city for herself, but for many cities in the West. Gentlemen, with these facilities for business, Portland must step forward.

"I am pleased to say that our merchants and business men, as a general thing, have stood together in carrying forward those enterprises that have done so much towards placing our city in her present business position.

"Not many years since some of our far-sighted citizens seemed to think that something should be done in order to give the city of Portland new life and vitality. They conceived of the idea that we needed an opening from this city to the great West. Steps were taken, and that great enterprise now known as the Grand Trunk Railway was undertaken, carried forward, and completed. No sooner was this enterprise commenced than that same opposition to which I have referred not only appeared upon the surface in this city, but in a neighbouring city, with its usual arguments, which ensured the success of the enterprise.

"Gentlemen, what has been the result? It has been the making of the city, so to speak; and with its late improvements, in relaying almost its entire track with steel rails, with its change of gauge, and rolling stock to the expense of more than 5,000,000*l.* (equal to 25,000,000 dol.), enabling it to connect with all the great railways east and west, thereby doubling its capacity for business; and with these increased facilities it is destined to do much more for this city in the future than it has done in the past.

"I have stated that the terminus of the Grand Trunk Railway was virtually settled. I will give you some of my reasons for saying this. The position of Portland is geographically right for this terminus. We have one of the best harbours in the country, always open, water enough for any ship that floats. Portland is several hours' sail nearer Liverpool than Boston, and the distance from Portland to Boston is just as far as it is back again, and all the discussion and rival routes to the contrary will never make it any less.

"Gentlemen, I do not think that this elevator question (on which the City Council has just acted) is understood by our people. I am yet to learn that either the Grand Trunk Company or the Allan Steam Ship Company have ever asked this city to build them an elevator;

but when the city of Boston says to these companies that if you will make your terminus in our city we will furnish you with all the wharf and elevator accommodation you need, then these two companies say to us, here is Boston's proposition, but Portland is our home. What have you to say to us? What shall we say to our people across the water about the position Portland takes in this matter? My idea is that we should treat them kindly, to say the least.

"Some few of our citizens would give us to understand that these two companies to which I have referred were of not much consequence to our city. Let us look at the other side of this question for a minute. What is this Grand Trunk Railway Company to this city? Is it of any advantage to our people? Let me refer to one or two items in order to give you some idea of their disbursements. They have paid to one of our manufacturing companies for materials and machines within the last three years 750,000 dol. You will notice, gentlemen, that this has been paid to one single company. Again, they have paid to their employés in this city about 1,000,000 dol., disbursing here between 300,000 and 400,000 dol. yearly. We are talking about making Portland a manufacturing city. If we have manufactures, we must have something for them to do. What would you think of this company as a feeder, as a supporter of our manufactures, our mechanics and labouring men? I put this question for your consideration. What about this Allan Steam Ship Company? Are they any advantage to our people? Their disbursements in this city for the last three years for labour, provisions, coals, &c., amount to over 600,000 dol., disbursing among our people nearly twice as much a year as the whole cost of the proposed wharf property put in condition for the elevator. I put this also for your consideration."

Return of British Shipping at the Port of Portland in the Year 1874.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.								Cleared.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
182	6	188	86,171	718	86,889	4,197	£ 2,183,314	305	65	370	91,384	11,181	102,565	5,106	£ 1,541,424

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.								Cleared.							
Countries whence Arrived.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.	Countries to which Departed.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
								£									£
U. S. America ...	...	168	168	...	19,949	19,949	948	...	U. S. America ...	...	6	6	...	5,619	5,619	145	...
Spanish West Indies	21	...	21	3,646	...	3,646	151	52,803	Spanish West Indies	5	...	5	1,104	...	1,104	38	5,164
Brazil	3	...	3	924	...	924	27	27,512	Argentine Republic	4	...	4	1,531	...	1,531	34	4,181
Dutch West Indies	1	...	4	496	...	496	10	250									
Total	25	168	193	5,066	19,949	25,015	1,136	80,565	Total	9	6	15	2,635	5,619	8,254	217	9,345

TOTAL Direct and Indirect Trade in British Vessels for the Year 1874.

	Entered.	Cleared.
Vessels	381	385
Tons	111,904	110,819
Crews	5,333	5,323

COMPARATIVE Return for Five Years of the Number and Tonnage of British Vessels entered and cleared at this Port of Portland.

ENTERED.

Years.	Vessels.	Tonnage.	Crews.
1870	390	86,676	4,203
1871	353	103,267	4,374
1872	341	96,364	4,878
1873	468	106,014	5,541
1874	381	111,904	5,333

CLEARED.

Years.	Vessels.	Tonnage.	Crews.
1870	390	87,716	4,279
1871	353	103,766	4,199
1872	341	95,354	4,790
1873	468	106,208	5,531
1874	385	110,819	5,323

British and Foreign Trade.—The total of British and foreign trade at this port of Portland during the year 1874 is given hereunder:—

ENTERED.

Nationality.	Vessels.	Tonnage.	Crews.	Value of Cargoes.
				£
British	381	111,904	5,333	2,263,879
U. S. America	166	109,947	3,146	279,096
Norwegian	2	336	22	5,314
Swedish	1	178	7	2,000
Dutch	1	327	11	2,776
Spanish	2	535	29	..
Total	553	223,727	8,548	2,553,065

CLEARED.

Nationality.	Vessels.	Tonnage.	Crews.	Value of Cargoes.
				£
British	385	110,819	5,323	1,550,769
U. S. America	347	173,530	4,669	814,092
Norwegian	2	836	22	1,256
Swedish	1	178	7	906
Spanish	2	535	29	1,836
Dutch	1	327	11	6,240
Total	738	286,225	10,061	2,375,099

The total amount of British and foreign trade at this port of Portland during the past five years inclusive, has been as follows:—

Years.	Entered.			Cleared.		
	Vessels.	Tons.	Value of Cargoes.	Vessels.	Tons.	Value of Cargoes.
			£			£
1870	590	159,109	2,063,113	685	190,101	1,199,513
1871	467	155,994	2,246,147	622	203,180	2,158,411
1872	491	173,460	2,475,551	644	227,293	1,896,090
1873	653	200,027	2,618,200	835	258,730	2,452,360
1874	553	223,727	2,553,065	738	286,225	2,375,099

The following is a statement of British and foreign trade at the undermentioned ports in the consular district of Maine.

EASTPOOL.

ENTERED.

Nationality.	Vessels.	Tonnage.	Crews.	Value of Cargoes.
				£
British	67	9,069	376	11,869
U. S. America ..	131	118,693	5,639	65,166
Total	198	127,762	6,015	77,035

CLEARED.

Nationality.	Vessels.	Tonnage.	Crews.	Value of Cargoes.
				£
British	66	9,040	373	5,575
U. S. America ..	281	144,359	6,498	245,697
Total	347	153,399	6,871	251,272

Bath.

Entered.

Nationality.	Vessels.	Tonnage.	Crews.	Value of Cargoes.
				£
British	5	821	31	685
U. S. America ..	4	3,068	60	2,118
Total	9	3,889	91	2,803

Cleared.

Nationality.	Vessels.	Tonnage.	Crews.	Value of Cargoes.
				£
British	5	821	31	31
U. S. America ..	15	5,105	132	16,162
Total	20	5,926	163	16,193

Shipbuilding in Maine.—Returns for the year 1874 show that Maine has surpassed her record of the previous year, by contributing to the mercantile marine of the country a larger amount of tonnage, and a larger number of first class vessels. It has been a busy year with the shipbuilders, nearly every ship yard on the coast and rivers being alive with workmen, who commanded high wages. The dull times scarcely affected the activity that prevailed, and the shipbuilders have not been disposed to take a disheartening view of the situation because other branches of industry have been somewhat depressed.

The record of 1873 shows that the total tonnage built was 89,827, numbering 276 vessels, of which these were 10 ships, 23 barques, and the remainder mostly schooners. For 1874, the exhibit is still more flattering, the total amount of tonnage built, being 122,548, or an increase of 32,720 tons over that built the previous year. There is an increase in the number of large vessels built, especially of ships, the largest one being the "Ocean King," built at Kennebunk, of over 2,500 tons burthen. The Waldoborough district shows the largest increase in tonnage built, and the Portland and Falmouth next. The Kennebunk district stands third, and the Bath district ranks fourth. Of vessels of a large class built, there have been 31 ships, 36 barques, and 11 barquentines. The total value of the tonnage built in 1874, is rising 7,000,000 dol., or an increase of some 2,000,000 over that built in 1873.

The following is a summary of the amount of tonnage built in this State of Maine in 1874:—

District.	Tons.
Passamaquoddy	6,765·32
Machias	12,401·70
Frenchman's Bay	1,493·26
Castine	2,272·47
Bangor	2,004·46
Belfast	10,581·24
Waldoboro'	24,044·45
Wiscasset	984·04
Portland and Falmouth	15,887·39
Bath	34,133·98
Kennebunk	11,406·59
Saco	573·84
Total tonnage	122,548·74

In this list are included 31 ships, 36 barques, 11 barquentines, 19 brigs, 130 schooners (one of 555 tons), 14 sloops, 7 steamers, 3 steam tugs, 1 yacht, 1 barge. Total number of vessels 353. According to information received from the shipbuilding districts, the prospects for the new year are equally favourable.

The Lumbering Interest in Maine.

There is an abundance of timber in Maine. There is forest acreage enough to last scores of years before the supply gives out. It has been estimated that there are now standing 1,500,000,000 feet of pine timber, while the growth of hemlock and spruce appears almost inexhaustible. Hakmatack is very plentiful, and so is yellow birch, and rock, and bird's eye maple. The pine is the monarch of the forest, although reduced in size with the pine of half a century ago. For twenty years past the cut of pine has shown an annual diminution, and what shall take its place is a question often discussed by the lumberers. In 1856 the survey of green pine at Bangor, which is the lumber centre of the State, showed a total of 85,411,378 feet. For three years the amount decreased, when the fourth year, 1860, it went up to 87,386,610 feet. Since that year there has been a gradual descent in the scale, so that this year the total amount of green pine surveyed at Bangor is 18,509,448 feet. On the other hand, there has been a gradual increase in about the same ratio as the decrease in pine, in the cut of spruce, while hemlock has remained about the same. It is evident that spruce has taken the place of pine in almost all the uses to which wood is devoted. That its cut is steadily increasing is shown by the fact that in 1856 the survey of spruce at Bangor was 66,526,983 feet, while in 1874 it has been 135,226,015 feet, or about 6,000,000 feet over the survey of 1873. Mr. James Norris, of Bangor, Surveyor General, states that the total amount of lumber surveyed in 1874, at Bangor, which embraces lumber of all kinds, is 176,786,932 feet, against 180,202,230 feet surveyed in 1856. The result of the year's survey shows a decrease of 2,415,421 feet as compared with 1873, and a decrease of 69,666,717 as compared with the survey of 1872.

The year 1874 has been unfavourable to the lumber business, and the total product shows a reduction as compared with the previous year. The inactivity that has prevailed has been owing to several causes, but to none more than the depression in building operations, which has made manufactured lumber a drug in the market. Many yards and

wharves are now filled up with lumber. Most of the largest mills in the State curtailed their operations in the summer, and some of them in the fall shut down earlier than usual. The new mill of the Kennebec Land and Lumber Company, at Wiscasset, one of the largest mills of the State, with all the modern appointments, and with a capacity of 20,000,000 feet per annum, and the other mills of the same company, in Pittston and in this city, turned out a reduced product by shutting down during the month of September.

From the Wiscasset Mill some 4,000,000 feet of deals were shipped to Liverpool. Quite a number of the mills in Calais shut down entirely, but the amount of the lumber sawed on the St. Croix during the season was up to the average. The rivers in Aroostook have been low, but a sufficient quantity of lumber has been manufactured to overstock the St. John market. At Machias the sawing season was short, and the water was low in the river; for three months or more 1,000,000 were shipped per month. At Dennysville business was dull, and lumber accumulated at the mills. At Bangor the amount of lumber manufactured falls short largely as compared with last year, probably some 10,000,000 feet. The deal trade was good, some 25,000,000 feet being shipped to Liverpool during the season, or about four times the amount shipped the previous year. The Surveyor General states that in regard to long lumber shipped from Bangor in 1874, there has been 176,633,829 feet, against 179,202,353 feet for the year 1873, and 246,453,649 feet for the year 1872. The total value of long lumber is estimated at 2,296,239 dols. The total value of all the long and short lumber manufactured in Maine during 1874 is estimated to be about 8,000,000 dols.

Canned Goods.

The importance of this business will be understood from the following statement:—

"The business of canning lobsters, corn, &c., has become a leading business in this State. Special returns show that a falling off of at least 25 per cent. took place in 1874 as compared with 1873. The market was overstocked a year ago, and dealers suffered accordingly. This, with the dull state of trade, and an increased production on the Pacific coast of salmon, has seemingly affected the prospects for the new year of the lobster business, while an active competition has sprung up with other sections of the country in other products, and a still further reduction of business is anticipated. Competition is now so close as to make the business scarcely remunerative.

"The business is nearly entirely monopolized by three packing houses in Portland. Messrs. Underwood and Co., of Boston, also do considerable business. This firm has two factories, one in Jonesport, and the other at South West Harbour, Mount Desert, in this State of Maine; they return, as the result of last season's work, 300,000 cans of lobsters, valued at 45,000 dol.; 20,000 cans of blueberries, valued at 3,000 dol.; 8,000 cans of mackerel, valued at 2,000 dol.; 5,000 cans of clams, valued at 3,000 dol. The firm gave employment to about 90 men, boys, and girls, and six lobster smacks.

"The three Portland houses referred to are, the Portland Packing Company, Burnham, Morrell, & Co., and J. Winslow Jones. The two last each do an extensive business, Burnham, Morrell, & Co. running thirteen factories in Maine and the British Provinces. Besides canning large quantities of corn and lobsters, they make a specialty of tomatoes, soups, fruit, &c. They give employment to a large force, and their market is in Europe as well as the United States. But the Portland

Packing Company do the principal business, and the details of their season's work are of an interesting character. Their establishment is said to be the largest in the world. They have run eighteen factories this last season in Maine, and eight in Nova Scotia, or twenty-six in all. As the result of their operations they have canned 2,400,000 pounds of corn (maize), giving employment to 2,205 hands; 2,250,000 pounds of lobsters, salmon, and mackerel, giving employment to 220 hands and 640 fishermen; 50,000 pounds of clams, giving employment to 30 hands; 50,000 cans of blueberries, giving employment to 220 hands. The total number of hands employed, including fishermen, was 3,315, and the total value of all the products of the company was 750,000 dol. The markets of the company are in nearly every city in the world of note. The company own their fishing vessels, and manufacture their own packing boxes, utensils, &c. The tin used is manufactured expressly for them in England. In all the works about 12,000 boxes of tin are consumed, and 50 tons of solder. Their printing is done in London. The total amount of capital invested in the canning business will exceed 800,000 dol., and the total value of last year's production will reach nearly 1,500,000 dol."

Ice Business in Maine.

The following observations regarding this business may be interesting as showing its value and importance. The present winter has been so severe in all parts of the United States that the prospects for the coming season are not very encouraging, excepting for foreign exportation:—

"Most of the ice that was harvested in the State was of an excellent quality, especially the Kennebec ice, which run from fourteen to twenty inches in thickness. Its actual cost to cut and house was 25 c. a ton on an average, including the cost of buildings, the cost per ton did not exceed 1 dol. 50 c. When housed, the shrinkage on ice is estimated at 15 per cent.

"While the total ice product of Maine has amounted to 800,000 tons, probably not more than one half of the entire crop was sold during the year, from which has been realized a total value of about 1,000,000 dol. Of the Kennebec ice product there has been shipped in round numbers about 300,000 tons, which has required over 700 sail of vessels to transport it. This leaves some 300,000 tons unsold, to be held over until the coming season."

Agricultural and other Crops in Maine.

The year 1874 has been prosperous for the farmers in Maine, the harvest having been an abundant one. While other industries have felt the pressure of the times, and the prospect of a severe winter to the labouring classes is imminent, agriculture has thrived, and our farmers have reason to be grateful for their condition. A new impulse has been given to agriculture in Maine, as shown by the advancement of associated dairying, and with better markets, and with improved facilities of railway transportation, more attention than ever is given to the growing of crops and the raising of stock.

Total Product and Value of Crops.

The following is an estimate of the total product of the principal crops in Maine for 1874, as compared with the product of the preceding year:—

	1874.		1873.	
	Tons.	Bushels.	Tons.	Bushels.
Hay	1,806,300	..	2,007,000	..
Indian corn	..	682,080	..	852,680
Wheat	..	292,267	..	219,750
Rye	..	32,772	..	26,010
Oats	..	1,658,302	..	1,305,750
Barley	..	449,699	..	420,280
Potatoes	..	3,027,071	..	2,997,100

The total value of these crops, as compared with those of the previous year, is as follows:—

	1874.	1873.
	Dollars.	Dollars.
Hay	23,481,900	25,087,500
Indian corn	682,080	831,444
Wheat	353,643	421,920
Rye	38,343	30,951
Oats	994,981	652,875
Barley	346,268	348,832
Potatoes	1,785,971	2,038,028
Total	27,683,186	29,411,550

Other Farm Products.

The cash value of farm products in Maine has been reported at an average value of 14 dols. an acre. This is much less than that of any other New England State, but more than the farm products of Illinois, Wisconsin, Minnesota, Missouri, and almost twice as much as those of Iowa, Kansas, and Nebraska. Farming in Maine will pay, and it is gratifying to note that a check has been given to emigration from the State. The farmers are beginning to learn more generally that there is profit in their calling; in the production of cheese and butter there is greater interest than ever; many new field crops are being raised, and becoming a specialty in their industry; the raising of cabbages and cucumbers for pickles is being more extensively carried on. Market gardening is on the increase; one Kennebec farmer realizes nearly 2,000 dol. a year from the sales of early vegetables, strawberries, &c. More attention is being given to the raising of stock. In Aroostook county the raising of sheep is made a specialty, and elsewhere a revival in sheep husbandry is taking place; one drover in Aroostook county bought during the year in that county some 2,560 sheep for the Brighton (Boston) market, and another drover in Oxford county bought over 2,000 cattle in that section for the same market. Some of the finest beeves in the country are raised in this State. Maine horses have become noted, as the turf records will attest, and more attention than ever is paid to the breeding of horses. It is estimated that there are some 25,000 to 30,000 mares used in Maine to-day for breeding purposes. There was a very good crop of cranberries raised this year, and a heavy yield of hops. The value of the blueberry crop in Washington county is estimated at 10,000 dol. There is more attention paid to the raising of

poultry, while a large revenue is derived from the sale of eggs, amounting to hundreds of thousands of dollars annually. The production of honey is becoming a specialty, especially in Aroostook county, where 20 tons were gathered during the year. In fruit culture greater interest is taken than ever before. The tent caterpillars injured many trees, and the product of fruit was below the average; in some localities there was less than half a crop. But little fruit was shipped to Massachusetts. The Maine apples are of a superior quality, and orchards are multiplying in number. It appears now to be settled that Maine can grow her own fruit trees of all kinds, and that there is no occasion to go out of the State for them any more; nurseries are increasing and proving successful. Many valuable fruits are indigenous to Maine, and can be grown with profit. The annual value of her orchard products will reach nearly 1,000,000 dol., and is increasing.

For the foregoing interesting details of the business interests of Maine, I am principally indebted to the published accounts of the Maine correspondent, at Augusta, of the "Boston Journal."

The following observations and statistics of the industries of Maine are taken from a recent report, prepared in accordance with a resolution passed by the Maine Legislature, by Mr. W. E. S. Whitman, State Industrial Statistician:—

"Notwithstanding there was a loss of population in the last decade in Maine there was a steady increase in the products of our manufacturing industry and wealth, and this, too, while the resources of the State were taxed on account of the war of the rebellion. The growth of manufactures from 1860 to 1870 was 108 per cent., making no allowance of discount to bring currency values to the gold standard. The growth since 1870, according to our estimate, has been 21 per cent.

"It is evident that Maine has entered upon a new era of prosperity and growth since 1870. Wonderful progress has been made under a State policy which is so favourable for the establishment of manufacturing enterprizes. New enterprizes have been brought into existence; the volume of capital has been increased, together with the value of products of artizan skill; our water-power has been more appreciated than ever, while our population has been increased; and our people have been favoured with generous harvests as a general thing.

"There is a mine of wealth in the varied resources of our State, which only requires the hand of capital to develop and improve. Our natural advantages are not to be excelled by those in any other State. The advantages which Maine has on account of her superior water-power, and her accessibility by rail and water communication to the principal markets of the country, give her a superiority over many of her sister States which have no water-power, or which possess such power in a limited degree.

"Our State ranks among the first in those States that manufacture cotton goods.

"Within the past year ship building has completely revived from the prostration occasioned by the rebellion, and that industry has entered upon such an era of prosperity that Maine, which heretofore has built one-third of the tonnage of the country, now bids fair to make a larger contribution than ever.

"The business of stone quarrying has assumed a magnitude which, a few years ago, would hardly have been conceived. With such a small cost in raw material the production adds largely to our wealth.

"Our railroad facilities have been increased, and new lines are projected. The progress in building railroads keeps pace with the growth of manufactures.

"The doings of our principal industries are referred to below. The statistics given in the returns are not absolutely correct, but are only approximate results.

"The monetary stringency in the fall had but little effect on our manufacturing interests in Maine, and if it did the effect was only temporary. In a few instances there were slight reductions in the hours of labour, and there was a diminished pay-roll; but there were fewer instances of lessening the working force, nor were operations curtailed to our knowledge. The dullness in the lumber business which took place was not owing to the financial pressure, but on account of over-production and a lethargic market.

"It is a well-established fact that manufactures increase population more than any other agency. This is demonstrated in England, and is repeated in this country. Lewiston and Auburn, in this State, furnish striking proofs of what manufactures will accomplish. What is needed in Maine is more manufactures, and additional facilities for the transportation of freight. We need more smaller industries, in which people of limited means can invest. Scores of such industries are far more remunerative in proportion to the capital invested than larger ones. Every village, especially if it has a water-power, should have some kind of an industry. There are scores of interior towns which, by establishing manufacturing enterprizes, would have the markets of the country placed at their doors by means of railroad communication. Liberal encouragement should be given for the investment of capital at home and from abroad. With an increase of capital in manufactures our agricultural resources will be more fully developed, and it will need no prophetic eye to foresee what the future prosperity of Maine will be in growth and wealth.

"*Boots and Shoes.*—The boot and shoe business has become one of the principal industries in Maine, and the business is still increasing by the erection of new factories. In 1860 the total invested capital in the manufacture of boots and shoes was 509,124 dol.; value of production, 1,910,000 dol. Hands employed: males, 1,544; females, 539; children, 22; total, 2,105; wages, 771,066 dol. The returns for this year (1873) to this Department, which returns do not cover the whole State, show an invested capital of the 112 establishments returned of 1,863,964 dol.; number of pairs of boots and shoes manufactured, 5,644,244, or 9 pairs for every inhabitant in the State; value of production, 8,820,986 dol. Hands employed: males, 4,726; females, 629; children, 39; total number, 5,394. Wages, 295,330 dol. It will be seen that in the value of production there has been an increase of more than 361 per cent. over that of 1860, and 180 per cent. over that of 1870. The city of Auburn, which was the pioneer in the manufacture of shoes in Maine, has a total capital of 1,000,000 dol. in the business; number of pairs of boots and shoes manufactured by her 18 factories, 2,750,000; value of the same, 4,000,000 dol., or more than 100 per cent. over the value of the entire production of the State in 1860; number of males employed, 1,700; females, 400; children, 20. Total number, 2,120, or 5 more hands than were employed in the entire State in 1870. Wages 1,006,000 dol., or more than half of the value of the product of the entire State in 1860, and more than 29 per cent. of the total wages paid in the State in 1870. One factory in Auburn has manufactured 750,000 pairs of shoes, valued at 800,000 dol., and given employment to 450 hands, with a pay-roll of 225,000 dol. This factory is probably the largest in New England. Its capacity is being increased, so that with next year the working force will number nearly 600 hands. The Auburn product

finds a market in nearly every State in the Union, the supply passing into the hands of the wholesale trade. While Auburn enjoys a monopoly of the boot and shoe product in Maine, having of invested capital more than half of the entire capital in the State in the business, and manufacturing nearly half of the entire product, the city of Portland ranks second, and the city of Bangor third in the list. In Bangor a specialty is made of mocassins. During the year (1873) the boot and shoe business has been excellent, and the prospects for a larger demand than ever next year, by leading manufacturers, are cheering.

"*Brick.*—The clays to be found furnish material for an immense number of bricks, the yards for the manufacture of which are not confined to the enormous supplies along the coast, but find an abundance of material in our river valleys, including an ample supply of wood. This industry has become an important as well as a successful one. In 1870 Maine stood as the seventeenth State in the manufacture of bricks, the value of that production from 110 yards being 405,893 dol. For the present year (1873) this Department has returns from ninety-three brickyards, with a total capital of 317,185 dol., giving employment to 917 hands, and manufacturing 71,549,000 bricks, with a total value of 520,574 dol. The largest number of bricks made, as well as the largest number of yards, are in Penobscot County, principally in the town of Brewer, one Company alone turning out 5,000,000 bricks, valued at 50,000 dol. This Company has a capital of 32,000 dols., uses steam-power, 70-horse, employs 56 males, and can manufacture with the machine in use 100 bricks a minute. In one burning nearly 2,500 cords of wood are consumed. The past season has been a favourable one for the prosecution of the business. The market for Maine bricks is in the State, Massachusetts, and the Southern ports. They can be produced in Maine cheaper than in Massachusetts, if we are correctly informed.

"*Canned Products.*—From a small beginning the packing business in Maine has assumed enormous proportions. It is universally conceded that the best canned corn comes from Maine, and that the largest lobster factories are located in this State. Complete returns have been received, so that we find the total number of canning factories in Maine to be thirty-three, with an invested capital of 825,000 dol., giving employment the present year (1873) to 4,087 hands, of which number 2,027 were males, 1,760 females, and 300 children. Total amount of pay-roll, 262,500 dol.; total value of production, 1,842,000 dol. The total amount of canned products is as follows:—Sweet corn, 475,000 dozen cans; succatash, 7,500 dozen cans; lobsters, 281,600 dozen cans; salmon, 20,000 dozen cans; clams, 1,600 dozen cans. Total production, 735,700 dozen cans. The business is virtually carried on by three Portland Packing Companies, which also during the winter season put up a large amount of meats, &c. Two of these firms also have factories in Nova Scotia, the products of which are not included in the foregoing exhibit. The packing factories on the coast extend from Yarmouth to Cape Sable, and their products go to all parts of the world. The packing of lobsters has become so enormous that, with the present rate of canning, serious apprehensions are felt that the supply will not last many years longer. A few years ago it was not uncommon to catch lobsters weighing from ten to twenty pounds each; now the average weight is from three to six pounds, and growing less, thousands which are caught weighing but little rising a pound each. The catch of lobsters is mainly eastward to Harpswell. Quite a fleet of small vessels are employed in this important branch of

commercial industry. The corn packing season in the interior lasts through corn time, and is a source of considerable revenue, not only to the farmers, but to the large number of men, women, and children employed in the business.

"*Cotton Goods.*—The United States Census Report of 1870 gives the number of factories in Maine for the manufacture of cotton goods, not specified, as 20; total capital, 9,789,685 dol.; steam-power, 320-horse; water-power, 7,908-horse. Hands employed: males, 2,581; females, 6,223; children, 572; total number, 9,379. Wages, 2,559,597 dol. Value of materials, including supplies, 6,671,280 dol.; value of production, 11,739,781. Number of mills for the manufacture of batting, wadding, thread, twine, and yarn, 3. Total capital, 50,000 dol. Water-power, 110-horse. Hands employed: males, 22; females, 23; children, 15; total number, 60. Wages, 14,600 dol. Value of material, including supplies, 75,000 dol.; value of production, 101,400 dol. The total number of cotton manufacturing establishments returned in 1870, according to the United States Census Report, present the following results:—Total number of establishments, 23; capital, 9,839,685 dol.; steam-power, 320-horse; water-power, 8,018-horse; number of spindles, 459,772. Hands employed: males, 2,606; females, 6,246; children, 587; total number, 9,439. Wages, 2,505,197 dol. Value of materials, including supplies, 6,746,780 dol.; value of production, 11,844,181 dol.

"The returns received by this Department do not show as many factories for the manufacture of cotton goods not specified as the Census Report, and more establishments for the manufacture of batting, twine, warp, &c. Now, as there has been no decrease in the number of cotton manufacturing establishments since 1870, but, on the contrary, an increase in the number of spindles, there is a discrepancy between our returns, so far as the number of factories is concerned, and those of the census. Our returns, which we present as complete, (in three or four instances we have been obliged to supply full particulars in making estimates) are as follows:—Total number of factories for the manufacture of cotton goods not specified, 16; capital, 12,252,000 dol.; steam-power, 390-horse; water-power, 9,045-horse; number of spindles, 547,638; value of materials, exclusive of mill supplies, 6,341,700 dol.; number of yards of sheetings, shirtings, denims, tickings, print cloths, twilled goods, &c., manufactured, 68,212,000; number of cotton bags, 1,210,000; pounds of quilts, sheetings, shirtings, denims, bags, and other cotton goods not included in estimate by yards, 5,648,423; pounds of batting, 159,336; pounds of jute bags and twine, 601,015; total value of all productions, 12,151,750 dol. Hands employed: males, 2,732; females, 7,222; children, 695; total number, 10,649. Wages, 3,381,625.

"Total number of establishments for the manufacture of batting, twine warp, and yarn, five; capital 130,000 dol.; water power, 205-horse; machines employed, which the returns do not state whether looms or spindles, 245; number of spindles, 4,700; pounds of batting, 2,400; pounds of warp, 207,000; pounds of warp twine and bags, 551,000; pounds of yarn, 144,000; value of materials, 170,045 dol.; value of production, 275,920 dol. Hands employed: males, 37; females, 82; children, 26; total number, 145. Wages, 45,200 dol.

"The aggregate of cotton manufacturing establishments is therefore, 21: total capital 12,382,000; steam power, 390-horse; water power, 9,250-horse; number of spindles independent of those not specified in returns, 552,338; value of raw material, 6,511,745 dol.; value of production, 12,427,670 dol. Hands employed: males, 2,769; females, 7,304; children, 721; total number, 10,794. Wages, 3,426,825 dol.

"The centre of cotton manufactured goods is in Lewiston, where six mills represent a total capital of 5,900,000 dol. Number of spindles, 246,944; value of raw material, 2,933,600 dol.; value of products, 5,502,000 dol. Operatives employed, 5,357. Wages, 1,615,425 dol. The average value of production per spindle is 22 dol. 28 c.

"In Biddeford and Saco three mills represent a total capital of 3,200,000 dol. Number of spindles, 170,000; value of raw material, 2,140,000 dol.; value of product, 4,235,000 dol. Operatives employed, 3,200. Wages, 150,000 dol. The average value of production per spindle is 24 dol. 91 c. The increase of capital employed in the manufacture of all kinds of cotton goods since 1870 is 2,542,315 dol., an increase of more than 25 per cent. Increase in number of spindles, independent of those not specified, 92,566. Increase in value of product, 583,489 dol., an increase of more than 5 per cent. The average value of production per spindle is 22 dol. 50 c., against 25 dol. 76 c. per spindle in 1870. The total value of all cotton goods manufactured is equivalent to 19 dol. 82 c. for each inhabitant in the State, on the basis of the population of 1870. The increase in the number of operatives employed since 1870 is 1,355, an increase of 12 per cent. Average annual wages per factory hand is 317 dol. 47 c., against 271 dol. 75 c. per hand in 1870; an increase of 45 dol. 72 c. per hand, or more than 18 per cent. per hand. The product per hand amounts in value to 1,151 dol. 34 c.; in 1870 it amounted to 1,254 dol. 81 c. per hand.

"The cotton mills of Maine give employment to a large number of hands, and their products constitute an important contribution to the markets of the country. It is a profitable industry, is well managed, and the number of spindles is annually increasing. Already we have five new manufacturing companies proposing to erect mills, and one company, which went into operation late in the fall, not included in table 2, or in the foregoing estimate. These companies are as follows:—

Name of Company.	Capital.	Water Power.	Number of Spindles.
	Dollars.		
Auburn, Androscoggin County—			
Auburn Central Manufacturing Company ..	..	800	..
Farwell Manufacturing Company	..	..	..
Dunn Manufacturing Company	..	..	..
Barker Null (just gone into operation) ..	..	..	18,500
Portland, Cumberland County—			
Casco Manufacturing Company	750,000	..	..
Waterville, Kennebec County—			
Reuben B. Dunn and Son	..	400	20,000

"*Edge Tools, Axes, Saws, &c.*—Returns from twenty establishments, large and small give a total value in their products of 638,800 dol. In axes and adzes there were manufactured 674,965 in number. The larger portion of the product is manufactured in Kennebec county, where three factories in West Waterville have turned out in value 300,400 dol. worth of axes, which have found a market in the United States and British provinces.

"*Fertilizers.*—We have no returns of industries devoted to the manufacture of such natural fertilizers as marl, peat, and marine manures, large deposits of which are numerous, with the exception of one return of an establishment in Lincoln county that manufactures 500 tons of seaweed, valued at 15,000 dol. The remaining seven establishments

making returns, manufacture fertilizers from refuse fish, but their returns are so incomplete that we are only able to form estimates. Their total product is 6,550 tons, worth on an average 12 dol. per ton, which amount, added to the value of the product of the previous establishment, makes the total value of the product of eight establishments, instead of 15,000 dol., as given in Table I., 78,600 dol., as given in Table III. The number of hands given in the tables is only the number employed by one establishment. The fertilizers manufactured find a market in Maine, Massachusetts, New York, and the Southern States.

"*Fisheries.*—The returns of establishments engaged in the curing and packing of fish are so incomplete and imperfect that no adequate idea can be formed of the extent of the business. As the result of the herring and codfish, haddock, pollock, and mackerel fisheries, the total value of the product cured and packed will undoubtedly approximate to at least 800,000 dol., giving employment to not less than 550 men.

"In the cod and mackerel fisheries, that is, in the catching of such fish, it will be seen by the table that 861 vessels are employed with a total of 46,196 $\frac{3}{100}$ tons. The percentage of tonnage as compared with other States, is as follows:—

States.	Tonnage.	Per cent.
Massachusetts	54,188	49·5
Maine	46,196	42·2
Connecticut	4,193	3·8
New York	1,771	1·6
California	1,777	1·1
Rhode Island	1,071	1
New Hampshire	922	·8
Total	109,518	100

"The fishery industry gives employment to probably 2,000 men, or more, in our coast towns, and the total value of their catch the present year (1873) will not be less than 800,000 dol. or 900,000 dol. The catch of codfish has been unusually large. In our interior fisheries, the propagation of salmon and trout by artificial means is a new enterprise which bids fair to be successful, if its success is not already assured.

"*Flouring and Grist Mill Products.*—Returns from 85 establishments show an invested capital of 620,600 dol.; bushels of grain ground, 1,979,650; barrels of flour manufactured, 60,225; value of total production, 2,276,122 dol. Hands employed, 161. Wages, 92,204 dol. The table which is presented embraces custom work, or grain ground for individual owners, as well as for a market, and the work of such flour mills as have made returns, one of which in Paris, has manufactured 12,000 barrels of flour, which, with 30,000 bushels of grain, is valued at 135,000 dol. A steam grist mill in Bangor returns 110,000 bushels of grain ground, valued at 85,000 dol., while one mill in Lewiston returns 175,000 bushels of grain ground, which, with 5,000 barrels of flour manufactured, is valued at 180,000 dol. Another mill in the same city returns 150,000 bushels of grain ground, with a value of 120,000 dol. In Portland one mill returns 250,000 bushels of grain ground, valued at 250,000 dol.; in Yarmouth the product of another mill is 105,000 bushels of grain ground, and 5,000 barrels of flour, with a total value of 125,000 dol.; while in Westbrook the product of another mill is

32,000 bushels of grain ground, and 20,000 barrels of flour, with a total value of 200,000 dol. In Waterville another mill has ground 61,800 bushels of grain, which, with 1,000 barrels of flour manufactured, is valued at 58,325 dol.

"*Ice.*—Our returns of ice prepared for market show that twenty-four establishments, principally in Kennebec and Knox counties, have cut and housed 301,000 tons, valued at 552,000 dol. The value of this product is very fluctuating. On account of labour-saving machinery and other advantages, the product is housed ready for market at a small expense. The industry has become an important one, and Maine ice goes to all parts of the world.

"*Iron, Cast, Forged, and Rolled.*—The table devoted to this branch of mechanical industry embraces twenty-two establishments, with a total capital of 605,200 dol.; value of production, 1,649,640 dol.; hands employed 472; wages 320,575. The castings include mill machinery of all kinds, cut wheels, stoves, hollow ware, &c., weighing in all 4,533 tons. In forgings we have the return of one Portland establishment which has produced 500 tons of railroad axles, shaftings, and other heavy forgings. A Camden establishment has forged 400 tons in anchors. There is a return of one rolling mill located in Portland, the only one in the State which has a capital of 300,000 dol., employs 200 hands, with a pay-roll of 150,000 dol., and has produced 14,000 tons of iron rails value 1,100,000 dol. The returns of some foundries have been included in the table for machinery, steam-engines, and boilers. The total value of the product of our iron manufactures in castings, forgings, &c., will probably exceed 2,500,000 dol. the present year (1873).

"*Leather, Tanned and Curried.*—The table of this industry, or these industries, is so unsatisfactory, on account of the returns making no distinction, as a general thing, in the two processes of tanning and currying, that while the number, so far as establishments are concerned, may be correct, it has been difficult to reach approximate results in the attempt to separate the two, and therefore the results may be erroneous, as the value of the hides tanned may also be again included in the value of hides curried. But we assume that the cases of duplication in values are not numerous. At all events the largest tanning establishments have made correct returns, which justify the assumption.

"In consequence of the great Boston fire, our Maine tanners anticipated a lively demand for their product, which, together with the increase of shoe-factories in this State led to unusally large purchases of imported hides at high prices, the result was the demand was not active, business has been dull, and large stocks of all grades have accumulated, and in many instances sold less than cost.

"Returns from sixty-one establishments show a total capital of 1,529,380 dol.; value of production, 3,187,300 dol.; hands employed, 663; wages, 306,244 dol. It is more than probable that the total value of leather tanned in this State the present year will exceed 4,000,000 dol., and the total value of leather tanned more than 1,100,000 dol. Penobscot county shows the largest amount of capital employed in this industy. Thirteen establishments giving a total capital of 762,000 dol.; value of production, 1,352,480 dol. One establishment in the town of Kingman in that county, tanned 1,000 tons, or 150,000 sides of leather, value 550,000 dol. In the town of Winn, another establishment, which is the largest tannery in the United States, has tanned 700 tons sole leather, value 350,000 dol. A tannery in Burnham, in Waldo county, has produced 250 tons of sole leather, value 100,000 dol. But few domestic hides are used in Maine, the stock being principally foreign importations from South America, Mexico, and South Africa.

"*Lime.*—Limestone is found in fourteen counties out of sixteen, and the manufacture of it into quick lime, as will be seen by the returns, is carried on in a most extensive manner. It forms one of the most important industries in the State, giving employment to numerous persons, and furnishing freights for an immense fleet of coasting vessels.

"In Knox county there is more limestone than has ever been discovered elsewhere in the State. Rockland lime has become widely known, and the market for it extends from Calais to New Orleans, and to the seaports of western Europe. The lime quarries form a belt three miles in length, and the stone is of a superior quality, furnishing more than 50 per cent. of pure lime.

"The business has increased wonderfully the past forty years. In 1836, it is estimated that the product of all the kilns in the State was 700,000 casks. In 1861, they had so increased, that the product in Rockland alone was about 1,000,000 casks. In 1870, there were 1,058,000 dol. invested in the industry, 739 hands were employed, and the value of the product that year was 1,741,553 dol. The returns received by this department this year from 25 establishments show an invested capital of 1,099,500 dol.; 79 kilns; 1,534,000 casks of lime manufactured; 456 hands employed, and the total value of the product 1,535,025 dol. Had full returns been received, it is estimated that the aggregate value of lime manufactured the present year (1873) would be shown to reach at least 1,800,000 dol. In Rockland, the total production will not be less than 1,200,000 casks, in the manufacture of which, employment has been indirectly given to 8,000 or 10,000 persons. In Camden and Thomaston extensive operations are also carried on. The localities of limestone are numerous, and a superior quality for building purposes can be quarried, while an inferior quality can be obtained in the interior for agricultural purposes.

"*Lumber.*—The manufacture of lumber is one of the vital industries of Maine. It is a business which either directly or indirectly affects numerous other industries, as well as the prosperity of a large number of towns. There is no other kind of productive industry which so many carry on as the manufacture of lumber. There is scarcely a stream coursing through even the most sparsely populated village, but what its power, or a portion of it, is devoted to the running of a saw-mill. The smaller manufactures outnumber the larger, as two is to one, and the proportion may be even greater. In the hands of the larger manufacturers, however, is concentrated the principal amount of working capital, and the result of their operations constitutes the main volume of business. Returns from 329 saw-mills give a total capital of 4,055,000 dol.; steam power, 1,192-horse; water power, 15,724-horse; production of long lumber, 341,406,000 feet; production of short lumber, 60,961,000 feet; value of production, 5,184,445 dol.; hands employed, 4,579; wages, 1,663,556 dol. In a large number of returns, omissions have been supplied in the absence of particulars, and corrections have been made in the table devoted to lumber, of such errors as were discovered in the text after it was printed. In the estimate, the product of those Portland manufacturers given in the text as carrying on their operations out of the State, have been excluded, notwithstanding the product is brought to Portland, and shipped from that port for a market.

"With such data at our disposal, imperfect as it is, we have attempted an estimate of the total number of saw-mills in the State, and the aggregate results for the year, which is as follows:—total number of saw-mills, 1,109; capital, 7,629,442 dol.; steam power, 3,403-horse;

water power, 41,383-horse; long lumber manufactured, 667,420,000 feet; short lumber, 72,405,000 feet; value of production, including shooks, staves, headings, &c., 9,672,235 dol.; hands employed, 7,844; wages, 2,851,000 dol. It will be borne in mind that this is an approximate estimate, based on imperfect and incomplete returns.

"The United States census report of 1870, gives as the total number of saw-mills for that year, 1,099; steam power, 3,213-horse; water power, 38,898-horse; capital, 6,614,875 dol.; long lumber manufactured, 639,167,000 feet; short lumber, 631,090,000 (not feet); total value of production, including shooks, headings, staves, &c., 11,395,747; hands employed, 8,506; wages, 2,449,132 dol.

"Although there has been an increase in the number of saw-mills since 1870, as well as an increase, as near as can be approximated, of at least 414,567 dol. in the amount of capital invested, it is not unlikely that our figures of the amount of production may be too high, especially if we accept the following approximate estimate of the amount of logs and sawed lumber on hand last spring.

	Total logs on hand Spring of 1873.	Total sawn lumber on hand Spring of 1873, in feet.
Kennebec River	100,000,000	13,000,000
Penobscot River	175,000,000	14,000,000
Calais	81,000,000	15,800,000
Dennysville	10,000,000	2,800,000
Machias	31,000,000	5,900,000
Ellsworth	40,500,000	2,450,000
Cherryfield	19,500,000	3,200,000
Androscoggin	46,000,000	1,400,000
Total	503,000,000	58,850,000

"Portland is also excluded from this estimate for reasons already assigned, although her manufacturers who operate out of the State, report as the total number of logs on hand last spring 89,000,000; sawed lumber, 10,300,000 feet.

"Our judgment is based on such complete returns as have been made to this department, that our estimate is not far out of the way. The product of this year (1873) as compared with the product of 1870, in the ratio of increase or decrease, will stand about as follows in the localities mentioned.

	Per cent. of Increase.	Per cent. of Decrease.
Bangor and vicinity	..	15
Calais „	20	..
Bath „	25	..
Ellsworth	..	25
Damariscotta	..	15
Augusta and vicinity	15	..

"In Bangor, the great lumber mart of the State, the amount of lumber surveyed the present year (1873) is reported at 179,202,353 feet, or 67,251,296 feet less than in 1872, and 48,289,322 feet less than

1871. Some 10 to 15 per cent. probably of the survey is a re-survey of manufactured lumber on hand. The amount surveyed in Bangor from 1832 to and including 1873 is as follows:—

	Total feet.
Prior to 1832	200,000,000
1832 to 1842	610,407,541
1842 to 1852	1,614,602,872
1852 to 1862	1,737,117,099
1862	160,062,983
1863	190,672,269
1864	174,436,272
1865	165,408,048
1866	237,147,606
1867	203,483,358
1868	220,794,766
1869	190,840,908
1870	202,014,192
1871	227,491,675
1872	246,453,649
1873	179,202,353
Total	6,560,135,591

"The largest amount of capital invested in the manufacture of lumber is Penobscot county, where the amount reaches 2,000,000 dol.; Washington county ranks next, the amount being about 1,500,000 dol.; Hancock next, where the amount reaches about 700,000 dol.; Kennebec stands next, where the amount is some 600,000 dol.; Piscataquis has the smallest amount invested in the business, or about 50,000 dol.

"The manufacture of lumber has been retarded somewhat in some localities during the year, on account of drought. A decrease of the product in other localities is on account of the limited demand and the high price of logs, while in still other localities railroad contentions are reported to have been a drawback in the transportation of the manufactured product. The stock panic in the fall had a slight depressing effect, but the business of the year has on the whole been fully up to the average.

"A home survey of all lumber manufactured in the State is being urged, similar to that which has been in practice at Bangor for some thirty years; so that our citizens engaged in the business shall not be at the mercy of surveyors out of the State, at ports to which lumber is shipped. The measure is regarded as of a protective character, and carries with it a uniformity of price as well as survey.

"It has been prophesied that our forests are decreasing to such an extent that in from five to ten years the supply of lumber will be exhausted. It is very true that for several years, what with the lumberman's axe and the destruction of acres of timber lands by fire, our forests have diminished in extent; it is also true that for as many years the same prophecy has been made, and yet Maine still continues to produce an average yearly product of lumber of some 600,000,000 or 700,000,000 feet. From such data as we have before us, although there is a great scarcity of pine, our forest area does not seem to diminish to an extent to cause apprehension that in the next decade the lumber supply will be entirely exhausted. It is estimated in the United States report by the Commissioner of Agriculture for the year of 1872, that Maine has 5,835,058 acres in farms, while her area includes 22,400,000 acres of land and water. In the table following, an estimate of the forest area outside of that belonging to farms is added to the total acreage of farm woodlands, to make the estimated total area in forests. In estimating the proportion in woodland, the

amount of water in lakes and streams and other wastes incapable of producing trees must be taken into consideration. A careful canvassing of facts shows that of the area, exclusive of farms, one-half is assumed to be forest in Maine, New Hampshire, Vermont, and Pennsylvania; one-third in forest for Massachusetts, New York, and Michigan; one-tenth for Rhode Island and Connecticut, and one-sixth for Minnesota and Wisconsin.

States.	Percentage in Farms.	Total Percentage.
Maine	38·1	46·9
New Hampshire	29	37·2
Vermont..	30·6	36·5
Massachusetts	25·8	29·2
Rhode Island	33·7	24·2
Connecticut	24·4	21·2
New York	25·5	27·6
Pennsylvania	31·9	38·9
Michigan	40·7	35·3
Minnesota	20·6	1·71

"In Maine," says the authority from which we have quoted, "scarcely more than one-fourth of the area is in farms; the remaining land being covered generally with forest growths, though culled of valuable timber, increases the census percentage from 38·1 to 46·9, and the increase would be much greater than the estimated proportion of one-half but for the remarkable extent of water surface, in addition to barren ledges and other wastes."

"The following table presents a statement of the area in farms, that outside of farms, the total area, and the forest acreage in farms alone, and the entire area of the principal lumbering States:—

States.	Number of Acres in Farms.	Number of Acres not in Farms.	Number of Acres in Total Area.	Number of Acres of Woodland in Farms.	Estimated Total Area in Woodland.
Maine	5,838,058	16,561,942	22,400,000	2,224,740	10,405,711
New Hampshire ...	13,605,994	2,333,206	5,939,200	1,047,090	2,213,693
Vermont	4,528,804	2,606,876	6,535,680	1,386,934	2,390,372
Massachusetts	2,730,283	2,261,717	4,992,990	706,714	1,460,619
Rhode Island	502,308	333,532	835,840	169,399	202,752
Connecticut	2,364,416	675,584	3,040,000	577,333	644,891
New York	22,190,810	7,889,190	30,080,000	5,679,870	8,309,600
Pennsylvania	17,994,200	11,445,800	29,440,000	5,740,864	11,463,764
Michigan	10,019,142	26,109,498	36,128,640	4,080,146	12,783,312
Minnesota	6,483,828	46,976,012	53,459,840	1,336,299	9,165,634
Wisconsin	11,715,321	22,796,039	34,511,360	3,437,442	7,236,781

Of the foregoing, as well as of the other States not included, Maine, New York, Pennsylvania, Michigan, Minnesota, and Wisconsin are the principal lumbering States, and from which the chief supplies of lumber are drawn which go to make up the 10,000,000,000 feet, the annual product of the country. In proportion to the area of acreage, it will be seen that Maine has the largest per cent. in forest area of any of the States mentioned. For over half a century the destruction of our woodland has been in progress, but with new growth, notwithstanding the annual diminution of timber lands, the destruction must be retarded, so that it looks as if the forest area would not be stripped of all its merchantable lumber for at least fifty years.

"*Machinery, &c.*—Thirty establishments for the manufacture of mill and all other kinds of machinery, steam engines, boilers, locomotives, railroad cars, castings, marine and miscellaneous work, return an invested capital of 1,097,500 dol.; value of product, 2,501,247 dol.; hands employed, 1,101; wages, 649,918 dol. One establishment in Portland, with a capital of 150,000 dol., manufactures steam engines, boilers, tanks, and general machinery, to the value of 150,000 dol. Another establishment in the same city manufactures 40 locomotives, value 480,000 dol.; 270 railroad cars, value 245,000 dol., which with marine and miscellaneous work amounts to a total value of 900,000 dol. The force of hands has since been increased, and seven locomotives a month is the average upon entering the new year. The total value of the product of six establishments in that city, including the two given, is 1,240,000 dol.; men employed, 681; wages, 397,000 dol. One establishment in Camden, in the production of railroad cars, car wheels, mill machinery, &c., turns out a value of 500,000 dol. A car factory in Augusta, with a capital of 40,000 dol., turns out 185 cars, valued at 130,000 dol.; hands employed, 35; wages, 16,000 dol. Another car factory in Bath, with a capital of 150,000 dol., has manufactured 225 cars, valued at 158,100 dol.; average number of hands, 80; wages, 55,000 dol.

"In the manufacture of cotton and woollen machinery, eight establishments return an invested capital of 212,800 dol.; value of product, 315,500 dol.; hands employed, 250; wages, 116,812 dol.

"*Oil.*—There is one factory in the State for the manufacture of kerosine and lubricating oil, naphtha, gasoline, and parafine. It is situated in Cape Elizabeth, and the value of the product this year (1873) is returned to this department at 254,500 dol.

"The manufacture of oil from porgies or menhaden is becoming an important industry. We have returns from fourteen factories, three of which either make partial or no returns of particulars. It will be found that in such returns as have been received, a total capital of 323,500 dol. is reported; value of production, 352,550 dol.; hands employed, 446. Had full returns been sent, it is likely that the total capital would have exceeded 400,000 dol., and the value of the production 500,000 dol. Nearly all of the factories are located in Lincoln county. In the prosecution of the business a numerous fleet of small vessels and steamers are engaged, giving employment on the water and land to probably not less than 1,000 men.

"*Oil Floor Cloth.*—Returns from four factories, with an invested capital of 385,000 dol., show a product valued at 964,000 dol. There are at least two more factories in the State, and the value of their product added to the sum given will undoubtedly make the aggregate value of the product in the State 1,500,000 dol.

"*Paper Printing and Wrapping.*—Returns from nine establishments show an invested capital of 1,500,000 dol.; value of product, 3,410,600 dol.; hands employed, 836, of which number 319 are females; amount of wages, 356,727 dol. One mill in Minot, probably the largest in the State, has produced 1,800 tons, valued at 550,000 dol.

"*Railroads.*—We present in tabulated form certain statistics relating to railroads in Maine. In 1850 the total mileage was 245½. In 1873 the total mileage we find to be 905½, exclusive of double track or sidings, and involving in cost of construction and equipment over 40,000,000 dol. There has been wonderful progress made in the enlargement of our railroad system, and the end is not yet. New enterprises are in contemplation, for which charters have been granted, and extensions of existing routes are also proposed. Some of these

projects are already making good progress, with a prospect of early construction. With the development of our railroad system, improved facilities are afforded for the transportation of the products of our mechanical and manufacturing arts, while quick and convenient transit is presented to travellers. Nearly all of our flourishing communities are situated on existing lines, or are easily accessible to them. By her system of railroad communication, and by the consummation of such plans for the future that are in view, Maine will provide such means of transit that her territory will become at no distant day the great thoroughfare of European travel.

"*Shipbuilding.*—It may be said that the revival of shipbuilding in this State with the present year (1873) is made complete. The following table shows the amount of tonnage built from January 1, 1873, to January 1, 1874:—

	Number.	Tonnage.
Ships	10	14,598·41
Barks	23	14,924·54
Barkentines	2	734·71
Brigs	12	4,907·64
Schooners	206	52,539·11
Sloops	12	321·63
Barges	1	368·02
Steamers	9	1,416·15
Propellers	1	6·96
Total	276	89,817·17

"*Woollen Goods.*—Returns from thirty-nine establishments for the manufacture of woollen goods represent a total capital of 3,217,000 dol.; steam power, 240-horse; water power, 2,267-horse; sets of cards, 196; value of stock used, 3,758,548 dol.; value of production, 6,605,292 dol. Hands employed: males 1,346; females 1,183; children 198; total number, 2,727. Wages, 995,107 dol. One establishment of the foregoing, at Lewiston, includes capital, power, hands employed, and wages, in return of cotton goods. The product turned out embraces beavers, tricots, meltons, cassimeres, doeskins, ladies' cloths, repellants, blankets, flannels, frockings, stocking yarn, &c. One mill in Sanford, York county, manufactures plush carriage robes to the value of 175,000 dol., and is the only mill of the kind in the United States that manufactures such goods. But few establishments use domestic wool, the raw material in use being principally wool of foreign importation. Shoddy cloths are but little known, most of the goods manufactured being superfine cloths, which find a general market. According to our returns, the largest amount of wooled goods is manufactured in Androscoggin county, nine establishments returning as the value of their product 954,000 dol. York county ranks next, five establishments returning as the value of their product 703,450 dol. Penobscot county comes next, two establishments returning as the value of their product 675,524 dol. Cumberland follows next, four establishments returning as the value of their product 667,200 dol.

Mining and Quarrying Industries.

"The statistics relating to the mining of ores or metals found in this State, and also the quarrying of marble, granite, and slate, are not as

complete as we had hoped for. Maine is rich in mineral wealth, especially in Aroostook, Piscataquis, and Washington counties, where such useful metals as iron and lead are found, and need only to be brought to light from their hidden places. We have also such metals as zinc, copper, tin, manganese, gold, and arsenic; but few of these, however, have been extracted from their native beds. There is plenty of material for the profitable manufacture of alum, copperas, and sulphur. Most of our plaster mills, which this year have ground probably not less than 28,000 tons, obtain their material from out of the State, when there are evidences of gypsum to be found in Maine. Besides native emery, there is an abundance of hone-stone, or flint-rock, desirable for grindstones; still, manufacturers procure their stock from out of the State. At Deer Isle hone-stones are manufactured from the novaculites found in that city, while whetstones are made from the mica schist obtained in numerous other localities.

"From such returns as have been received we should judge that there is invested in our quarrying and mining industries a capital of not less than 1,200,000 dol., that nearly 5,000 hands are employed, and that the value of this year's product will be between 4,000,000 dol. and 5,000,000 dol., the greater value being the result of granite quarrying.

"*Iron.*—This is the only ore that has ever been worked to any extent in Maine. Our return from Pembroke shows a good business in smelting the ore, but not up to the capacity of the works, as operations during the summer, as we learn, were retarded on account of repairs. The amount of iron manufactured for the year is 6,000 tons, valued at 480,000 dol. The company also manufactured 15,000 kegs of nails, valued at 75,000 dol. The company has a capital of 200,000 dol., and gives employment to 300 hands. Their market is in Maine, Massachusetts, and Connecticut. Although we present a meagre return of the doings of the Piscataquis Iron Works, formerly known as the Katahdin Iron Works, we have a letter, written at our request, which we shall shortly give, from O. W. Davis, jun., of Portland, President of the Works, which furnishes valuable information respecting our iron deposits. As preliminary to what Mr. Davis writes, we would state that in Aroostook County is to be found iron ore of a superior quality. So far as is known that county contains the principal deposit, and the ore appears inexhaustible in quantity. In other portions of the State there are deposits of bog ore considerable in extent. Magnetic iron ore has also been found. In short, there is an ample supply of iron in Maine, which only requires capital to develop and make available.

"The Piscataquis Iron Works are about eighteen miles from the Milo station of the Bangor and Piscataquis Railroad, and situated in the valley of the west branch of Pleasant River. In 1856 the yield of ore was 2,350 tons. For several years operations have been suspended, or until Mr. Davis obtained possession of the property. Recently new deposits in the vicinity have been discovered. The ore is an excellent quality of charcoal iron, and well adapted for machinery, cat wheels, and fine castings. The belt has been traced for miles, with the best of limestone found for flux, and hard wood forests for charcoal.

"The letter from Mr. Davis, who has spent a good deal of time in investigating the iron deposits of Aroostook, is as follows:—

"'Portland, Maine, November 17, 1873.

"'Mr. W. E. S. Whitman, Department Industrial Statistics.

"'Dear Sir,—In reply to your favour of 10th inst., I have to say

that in the summer and fall of 1872 I spent several weeks in company with an experienced mining engineer of Pennsylvania, in examining the iron deposits of Aroostook county. Owing to the entire absence of any systematic researches in this field, and the want of any reliable geological survey of our State, the work was difficult and slow, but the result conclusively established the very great importance of these enormous deposits to the future industrial progress of this State.

"'Beginning in Wade Plantation, on the Aroostook River, at the point where the ore was discovered by Dr. Jackson in the survey of 1836–8, we found three well-marked veins running with the general direction of the formations of that region in a north-easterly and south-westerly direction, through the third and fourth ranges of the towns from the east line of the State, as far as to the north, certainly, as one of the original townships of New Sweden, and southerly to Number Nine. Without claiming to have followed the veins over the whole of this distance, we did find and uncover them at five or six different points within the range named, and in more than one instance made a section of and took samples at every five feet for a distance of 100 feet perpendicular to the general direction of the vein.

"'The ore is a compact slaty red hematite, standing in a nearly perpendicular position, enclosed between red and green slates and shaly limestones. From the character of the ore and the accompanying rocks, I judge its position geologically to be in the Silurian formation, and corresponding to the so-called Clinton group, which is so well developed in Clinton county, New York State.

"'Analysis of the various samples by J. B. Britton, Esq., of Philadelphia, gave for ore—

	Per cent.
Metallic iron	46·77
Insoluble silicious matter	21·98
Phosphorus	·61
Sulphur	trace
Manganese	4·00

For another—

	Per cent.
Metallic iron	41·93
Metallic manganese	2·72
Phosphorus	·94
Sulphur	none
Silicious matter	26·07

The amount of the ore is simply incalculable—the quality fair. Though the amount of phosphorus is large, that of sulphur is practically nothing. Ore of identical quality is largely worked in Central New York from veins from four to ten feet in width, and made into an excellent foundry iron. Running parallel to the ore are veins of limestone, samples of which on being analyzed gave 90 per cent. of carbonate of lime. Covering the whole country in the neighbourhood of the veins are primitive forests of white and yellow birch, beech, maple, and ash, of boundless extent, and the best quality for charcoal.

"'Lack of transportation and want of such information as a geological survey would give, alone prevents the development of this region. It may be safely said that at no point in this country can the three elements necessary for a charcoal iron production (ore, limestone, and charcoal) be more cheaply brought together than in the valley of the Aroostook.

"'In reference to your inquiries about Katahdin, I will add that

these works were started up during the past summer, and are still in operation. The ore here is a hydrated brown hematite, lying upon the side of a hill to the depth of three to six feet, and seems to be the result of the precipitation of iron from water of mineral springs which have become impregnated by the decomposition of iron pyrites in the neighbouring slate rocks. The furnace was built some thirty years ago, but owing to the difficulty of hauling iron by teams to Bangor, a distance of fifty miles, has been run at intervals only since that time.

"'It would be difficult to estimate the amount of capital invested from the original operations till now; but, in addition to the 30,000 acres of land included in the property, to build anew and to put into as effective shape as now, including recent repairs, the dams, saw mill, hotel, houses, shops, coal-kilns, and furnace, would require an expenditure of at least 100,000 dol.

"'The capacity of the furnace is about 10 tons a day of 24 hours, though now producing about 7 tons. When fully working, about 20 tons of ore, 2 tons of lime rock, and 1,500 to 2,000 bushels of coal are required daily.

"'Ore yields 55 per cent., and costs after roasting, about 2 dol. per ton. Charcoal is made in 13 brick-kilns, yielding 40 to 50 bushels to the cord of wood, and costs 8 c. to 10 c. per bushel. Lime rock is not found convenient, and is hauled by teams from Sebec at about 4 dol. per ton. The works are on Pleasant River, 18 miles from Milo, to which point the iron is hauled by teams for the present. From 75 to 125 men, with 50 to 75 horses, are employed in cutting and hauling wood, ore, and limestone, and 6 four-horse teams hauling iron to the depôt. Wages paid are from 1 dol. 25 c. per day to common labourers, to 2 dol. for furnace hands. Wood is chopped at 75 c. to 1 dol. per cord, and costs at the furnace 1 dol. 75 c. to 2 dol. 25 c. per cord.

"'The iron so far made this season has proved of excellent quality, being largely used for car wheels, steam cylinders, and castings requiring great strength, and readily brings for these purposes from 10 dol. to 15 dol. more than anthracite or bituminous coal iron. The product so far has been shipped to Portland, Boston, Jersey City, and Philadelphia, to car factories and locomotive works, with a sample shipment to Birmingham, England, with a fair prospect of a permanent market in that country.

"'I am, yours respectfully,
"'O. W. Davis, Jun."

"*Lead.*—We have no return from Lubec, where veins of lead have been worked, and an excellent article of the sulphuret of lead obtained. Galena has also been found at Corinna, Dexter, and Parsonfield, and many of the gangues have furnished good specimens of the metal.

"*Copper.*—This ore has also been found at Lubec and at Carrol, but we are not advised of any attempt to open the veins which have been discovered.

"*Tin.*—This metal has been found, but the value of the gangues has not been determined, or whether they will pay for working.

"*Feldspar.*—There is a large amount of feldspar in Maine, especially adapted for making procelain and chinaware, but we do not learn of any attempt to develop it, except at Topsham, where there are two companies, only one of which is in operation, we believe. The parties operating crush the rock and ship it to Trenton, New Jersey. It is worth 2 dol. per ton, and 1,000 tons have been shipped the present year.

"*Native Emery.*—We have the return of a company operating in the

town of Andover for native emery, for the making of emery wheels hones, scythe stones, and rifles. They have mined 500 tons the present year, and the value of their production is 50,000 dol. The emery crushed by a company in Bath is from imported rock.

"*Granite.*—It has been stated on scientific authority that there is granite enough in Maine to build all the cities of the world. The granite formation is certainly an extensive one, and its varieties traverse the larger portions of the State; blocks of immense size have been split out, some weighing more than 100 tons each. In quality the granite quarrys quarried is of fine grain, beautiful in colour and very durable. The facilities for quarrying are unequalled, and the economical advantages of shipment cannot be surpassed, most of the quarries being on navigable waters. The principal localities of granite quarrying are Biddeford, Kennebunk, York, Newfield, Waterford, North Yarmouth, Brunswick, Phipoburg, Hollowell, Augusta, Jay, Wiscasset, Edgcomb, Friendship, Mount Waldo, and Mosquito Mountain Quarries on the Penobscot; Spruce Head (South Thomaston), Clark's Island (St. George), Fox and Hurricane Island (Vinal Haven), Dix Island (Muscle Ridge Plantation), Frankfort, Blue Hill, Brooksville, Deer Isle, Sullivan, Sedgewick, Gouldsboro, Mount Desert, Calais, and other places, all of which can furnish no lack of materials for building or other purposes, and whose supplies are seemingly inexhaustable. Most of the quarries are on the coast, the principal ones being in Knox and Lincoln counties. These quarries are located mainly on Fox, Hurricane, Dix, and Clark Islands, the principal companies being the Bodwell Granite Company, which own no less than twelve quarries, and give employment to not less than 1,200 men; the Dix Island Company, which has employed some 800 men or more; the Clark's Island Company, which employs over 300 men; and the Hurricane Granite Company, which has a force of 100 men, or more. From the quarries of these companies the stone for the new War and Navy Department Buildings has been furnished, as well as for other public structures in various parts of the country. The pay roll of these companies will aggregate the present year at least 3,000,000 dol., many of the workmen receiving 4 dol. per day. The stone is all hewn into proper shape after being taken from the quarry, cut to its proper dimensions to fit into its place in the building, then boxed, and hooped, and shipped to its destination. The Hallowell Granite Company also does an immense business, employing a force of nearly 1,000 men. At present they are furnishing stone for the New State House, Albany, New York, besides doing a large amount of monumental work. There are other smaller companies also engaged in extensive operations. At Sullivan immense numbers of paving stones are got out, which are shipped to Boston, New York, and southern ports. It will thus be seen that granite quarrying of itself affords a revenue of increasing wealth. During the present winter (1873) the business will be prosecuted with more activity than ever, on account of several heavy contracts having been taken by some of the largest operators.

"*Marble.*—In Aroostook county is to be found, as we are advised, a splendid article of statuary marble, distributed along the Penobscot belt, running across the northern part of the State. The marble found thus far is considered better adapted for building than for ornamental purposes; it has not been found in great abundance, and we hear of but few localities where quarries have been opened and worked. It has been found at Sydney, Camden, Hope, Union, Thomaston, and Machias port. A very good article of verd-antique marble has been found at Deer Isle, where we have a return from the company which is operating,

and, as we understand, with profit. The company has been operating three years, with a capital of 165,000 dol., and a force of 30 men. The value of the production this year (1873) will be about 26,500 dol. At Lubec a new company, as recently organized, has commenced quarrying.

"*Roofing Slate.*—Roofing slate is found in Maine in immense quantities, and of a superior character in colour, grain, and clearage. The principal belt extends from the Kennebec to the Penobscot river, a distance of 80 miles or more. Instances are shown where slate has been slit into slabs of several feet square; most of it is of such a quality and formation as to be easily made into tables, black boards, writing slates, and slate pencils. The principal quarries, as our returns show, are at present located in Piscataquis county, which supply an immense amount of roofing slate for the New England market. In Scarborough we hear that a very good article of roofing slate is manufactured. Some of the Piscataquis quarrying companies marbleize their slates. The slate industry is increasing in magnitude yearly.

"*Capital in Manufactures.*—The returns given in this report shows a total capital of 39,123,547 dol. invested in such industrial operations as are presented, with the exception of capital employed in ship-building, granite, marble, and slate quarrying, ores mined, and the fishery, which would swell the amount, say, as follows:—

	Dollars.
Shipbuilding	1,000,000
Granite, marble and slate quarrying, ores mined	1,200,000
Fishery	900,000

Making the total amount of capital invested in such industrial operations as have been compiled 42,223,547 dol.

"The total amount of capital employed in the State in all manufacturing and mechanical industries, with such data as we have to make the computation, is 48,808,448 dol.; but this amount must fall far short of the accurate sum that is employed. Men engaged in business are so loth to give publicity to the amount of capital they have invested, or when disposed, it is such a difficult, and in many instances almost an impossible task to ascertain the amount, on account of the contrariety of opinion as to what constitutes capital, that it may be set down as useless to undertake to determine the amount of capital invested with any degree of accuracy.

"*Wage-Labourers and Earnings.*—The returns are so unsatisfactory respecting the earnings of wage-labourers of both sexes, and the time they are employed, and we may also include the number of persons employed, that it has been impossible to present such results as we had hoped. In numerous instances the returns are very defective. The total number of persons employed as wage-labourers in the 2,361 mechanical and manufacturing establishments of the State of which returns are presented, is 44,659 dol., divided as follows: males, 27,570; females, 15,362; children under 15 years of age, 1,415. Total wages received for the year, 13,888,022 dol.

"The total number of mechanical and manufacturing establishments in the State, according to the best approximate estimates we can make, is 6,072; hands employed, 55,614, divided as follows: males, 37,154; females, 16,612; children under 15 years of age, 1,848; total wages received for the year, 16,584,164 dol. In the following table a few of the leading mechanical and industrial employments have been selected, in order to represent, as far as can be determined, the approximate average weekly earnings of wage-labourers, together with the days of labour:—

Occupation.	Males.	Females.	Children.	Days of Labour.	Annual Earnings.		
					Males.	Females.	Children.
	Dol. c.	Dol. c.	Dol.		Dol. c.	Dol. c.	Dol.
Blacksmiths	13 39	...	...	300	669 50	...	...
Boot and shoe makers...	12 00	8 00	...	280	560 00	373 33	...
Brick makers	13 30	...	...	110	225 50	...	...
Clothing, men	11 00	5 07	...	300	550 00	253 50	...
Cotton mills	10 32	6 00	3	300	516 00	300 00	150
Foundry men	10 00	...	...	300	500 00	...	...
Harness makers ...	12 73	...	...	308	653 49	...	...
Machinists	12 40	...	...	308	636 53	...	...
Millers	10 84	...	...	292	527 54	...	...
Printers	10 60	7 25	...	308	547 13	372 16	...
Quarrymen	9 27	...	...	189	292 00	...	...
Saw mills	15 00	...	...	292	730 00	...	...
Tanners	10 50	...	...	292	511 00	...	...
Tinsmiths	11 12	...	...	308	570 80	...	...
Woollen mills	9 61	5 25	...	300	480 50	262 50	...

"According to the foregoing estimate, the average weekly earnings of males are 11 dol. 40 c.; females, 6 dol. 31 c. Average annual earnings, males, 531 dol. 33 c.; females, 312 dol. 29 c. Average days of labour, 279. In the estimate of earnings board is not considered. The average annual earnings of males will apply to those skilled labourers engaged in other departments of labour in the State in proportion to the period of labour; but the average earnings of females will not apply, their average earnings in all departments of labour in which they are employed being at the rate of about 214 dol. a year.

"We have not found as many children engaged in the various occupations as one would suppose, from information that has been current, the percentage of such labour being small. A considerable number of proprietors of small establishments do their own work, while in numerous instances they include themselves among persons employed.

"*Steam and Water Power.*—Mr. Walter Wells, in his admirable and valuable report upon the water power of Maine, states that there are certainly 3,100 water powers in the State, probably half of which are entirely unused, amongst which is the greater proportion of the larger powers. The number of horse powers, gross, according to Mr. Wells, is 2,656,200, equivalent to the working energy of over 34,000,000 of men, labouring without intermission from year's end to year's end. Returns to this department show, that the motive power employed in industrial operations is either water or steam, and sometimes both, and in a very few instances wind power. Our water power, however, so inexhaustible in quantity, and so available for manufacturing purposes, is employed to this extent, so far as the returns show, as compared with steam: water power, number of horse, 68,286; steam power, 9,422-horse. The gross water power in use in the whole State will approximate about 75,000; total steam power in use, about 10,000-horse. This indicates a steady increase in the use of water power, which possesses decided advantages over steam as a motive power in this State. If the water power now running to waste should be utilized, it will add millions to our population. We may also add that, while our fresh water is being constantly utilized, our tidal water power is also employed to a greater or less extent, the mean height of the tide on the coast, from low to high water, from East Port to Saco, being $11\frac{6}{10}$ feet. This kind of power is put to use at a small expense.

"*Value of Manufactured Products.*—The returns to this department show a total value of 69,813,948 dol. in the product of manufacturing and mechanical industry in 319 cities, town and plantations in the State, representing 2,361 different industries, exclusive of the quarrying of

granite, marble and slate, ores mined, the fisheries and our shipbuilding industry, adding to this amount, total value of tonnage built in 1873, 5,399,030 dol.; total value of granite, slate, and marble quarried, ores mined, say, 4,500,000 dol.; total value of the fishery product, say, 850,000 dol.; and the total value of the product of mechanical and manufacturing industry, of which returns are presented, will amount to 80,562,978 dol.

"This result shows a handsome increase in the value of the same products in 1870. There has been an increase on the manufacture of cotton and woollen goods, iron manufacture, agricultural implements, edge tools, boots and shoes, amount of tonnage built in shipyards, granite, slate and marble quarried, product of the fishery, leather, and other products that need not be specified, including the products of numerous industries have come into existence.

"The gross value of the product for 1873, of all the manufacturing and mechanical industries in the State, is as near as can be approximated 96,209,136 dol., or an increase of 21·02 per cent. over the total product of 1870, and an increase of 151 per cent. over the total product of 1860.

"*Summary.*—The following is believed to be as complete a view as can be obtained of the mechanical and manufacturing industry of the present year in the whole State, based on such information as has been received, and from other sources:—

Total number of industries	6,072
Total amount of capital invested	48,808,448 dol.
Gross horse power, steam	10,000
" " water	75,000
Total value of materials used	57,911,468 dol.
" " product	96,209,136 dol.
Total number of males employed	37,154
" " females employed	16,612
" " children under 15 years of age	1,848
" " hands	55,614
Total amount of wages	16,584,164 dol.

"*Agricultural.*—Returns received from assessors, make it impossible to present such footings and comparisons as we had desired. We are satisfied, however, that in taking such returns, received as a basis, there has been an increase of agricultural wealth since 1870.

"So far as they go, the returns which have been received are probably as accurate as can be obtained. Another year, it is hoped, the number of returns will be so increased that the agricultural production of the whole State can be presented with instructive comparisons more complete than these now presented.

"According to the United States Census Report of 1870, the total number of farms in Maine, of all sizes, was 59,804, embracing a total acreage of 5,838,058 and of a cash value of 102,961,951 dol. Our estimate for the present year (1873) shows that there are, say, 61,000 farms, of an acreage of 5,954,811, and of a cash value of 105,021,000 dol., or an increase of more than 2 per cent. in value over that in 1870.

"While there is every prospect that Maine is to become a manufacturing State, and will be recognized as such, there is no evidence that she is not making such agricultural progress, or enjoying such agricultural prosperity as she should. In fruit-growing and in dairy husbandry, it is cheering to note that we are taking an advanced step. In the raising of potatoes and in the production of hay, Maine is ahead of other States which occupy a higher rank agriculturally. Still, farming, as at present pursued, is not found so profitable as it may be

made, notwitstanding Maine has a fertile soil, and land can be bought cheap. What is needed to make the pursuit of agriculture in our State remunerative, is intelligent labour and an improvement of the methods now employed.

"As a stock-breeding State, especially in horses and sheep, Maine is well adapted. The breeding of horses is already proving a handsome revenue. There is a growing demand for our various breeds of horses, for gentlemen's driving purposes, and lucrative prices are paid in numerous instances. There has been an increase in the number of horses bred the past year, and several horse-breeding establishments, although attended with considerable expense, are found to be paying investments. There are probably more stallions for stock purposes in Maine to-day than ever known before, the number being estimated, so far as is ascertained, at over 300. The largest number of horses is raised in Penobscot county. The largest number of sheep is raised in Somerset county, notwithstanding we have no returns from that county, and that Piscataquis makes the largest exhibit in number and value. Knox county, according to the returns, produces the largest yield of wool, as well as the largest product of eggs, four towns making the returns, their total exhibit being 22,100 lbs. of wool, valued at 7,700 dol., and 128,800 dozens of eggs, valued at 21,575. Aroostook leads off in maple sugar, producing 11,025 lbs., valued at 1,128 dol. In dairy, products, Washington, Penobscot, and Kennebec, take the lead, according to the returns.

"We have attempted to ascertain the number of domestic cattle exported from the State the present year (1873) for the shambles in Massachusetts, and as near as they can be estimated the total shipment is less than 1,000, a large falling off when compared with former years. We have not been able to ascertain the number of sheep sent to Massachusetts.

"In agricultural products, Aroostook county raises the most wheat and oats, while the Penobscot takes the lead in potatoes, as well as in dairy products.

"*Product and Value of Crops.*—In fruit there was a short crop of apples, about half that of last year. Pears light. Grapes about an average.

"The following is an estimate of the total product of the principal crops for the present year.

	1873.		1872.	
	Tons.	Bushels.	Tons.	Bushels.
Hay	2,007,000	..	1,115,000	..
Indian corn	..	852,600	..	1,218,000
Wheat	..	219,750	..	293,000
Rye	..	26,010	..	30,600
Oats	..	1,305,750	..	1,741,000
Barley	..	420,280	..	526,000
Potatoes	..	2,997,100	..	3,655,000

"The total value of each crop, as compared with the value last year, as follows :—

	1873.	1872.
	Dollars.	Dollars.
Hay	25,087,500	14,272,000
Indian corn	831,444	1,144,920
Wheat	421,920	562,560
Rye	30,951	33,354
Oats	652,875	870,500
Barley	348,832	436,580
Potatoes	2,038,028	2,485,400
Total	29,411,550	19,805,314

"*Live Stock and Value.*—The estimate of live stock is as follows, as compared with the number of animals last year :—

	1873.	1872.
	Number.	Number.
Horses	55,960	41,776
Milch cows	126,878	133,550
Working oxen	75,503	83,893
Other cattle	138,479	125,890
Sheep	338,682	451,577
Swine	63,000	62,700

"The total value of live stock, compared with last year, is as follows :—

	Total Value.	
	1873.	1872.
	Dollars.	Dollars.
Horses	5,098,515	3,742,547
Milch cows	4,538,559	4,882,807
Working oxen and other cattle	8,345,298	8,606,015
Sheep	1,490,200	1,937,265
Swine	623,700	620,730
Total	20,096,262	19,189,364

"*Cheese Factories.*—The introduction of associated dairying in Maine has developed a new source of wealth in agricultural progress. It is estimated that nearly 200,000 dol. yearly has gone out of this State for cheese made in Vermont, Massachusetts, and New York, until its manufacture on the factory system in Maine was attempted. The close of the present season shows that twenty-one factories, had been in successful operation, situated in nine different counties, the largest number of factories being in Franklin county, where the first factory was started. This number will be increased another year. The factories from which returns have been received have a total capital of 41,750 dol.;

pounds of cheese manufactured, 376,565; value of product 55,783 dol.; males employed, 35, females, 6, total, 41. The average price of cheese per pound is about 14 c. With the present prospect, it will not be many years when the factory system will entirely supersede the dairy system, and our cheese factories will be able to supply not only the demands of a home market, but will compete with the product of other States. If, in the infancy of the factory system, the industry proves so successful, in its manhood the product must be excessive.

"*Grand Summary.*—The aggregate value of all mechanical and manufacturing products for the year 1873, together with the total value of all agricultural productions, may be summed up as follows:—

	Dollars.
Value of manufactured products	96,206,136
principal agricultural products	29,411,550
live stock	20,096,272
factory cheese product	55,783
other dairy products	2,125,000
orchard products	500,000
produce of market gardening	300,000
animals slaughtered or sold for	3,000,000
wool product	553,057
unspecified products	500,000
Total	152,750,798

"*Wealth and Taxation.*—The fiscal returns of assessors, relating to valuation, taxation, and appropriations, in cities and towns, are so limited in number as well as so incomplete, that such footings cannot be presented as is hoped will be given another year with fuller and more satisfactory results. Moreover, the ununiform basis of valuation adopted by assessors has made it exceedingly difficult to determine other than appropriate results.

"Blanks were sent to assessors in which returns were to have been made of the number of polls, valuation of real and personal estate, amount of taxes, rate per cent. of taxation, percentage of property on which valuation was based, and appropriations for manufactures, railroads, support of common schools, free high schools, roads, and bridges, support of poor, and for other purposes. As the result, returns have been received from 194 towns, by counties.

"The total wealth of the State of real and personal property for the year 1873, valued on a true cash basis, is 242,808,688 dol., an increase of 17,985,828 dol. since 1870. There has been an increase in personal valuation, probably on account of the establishment of new manufacturing enterprizes, as well as an increase in the value of real estate; but the percentage of appreciation is smaller than that of a triennial exhibit previous to 1870, occasioned mainly by a shrinkage in values during the present year. The increase made in taxable values is due mostly, if not entirely, to our agricultural thrift and manufacturing prosperity.

"With regard to taxation, the average percentage in towns and cities heard from, is ·024 against ·027 in 1870, a reduction of ·003."

Total Summary of Statistics of Manufactures for the State.

Mechanical and Manufacturing Industries.	Number of Establishments.	Capital Invested.	Value of Production.	Hands Employed.				Wages during the Year.
				Males.	Females.	Children.	Total Number.	
		Dollars.	Dollars.					Dollars.
Agricultural implements	17	227,250	73,715	182	..	..	182	15,739
Artificial limbs	1	1,000	1,500	1	..	..	1	60
Beer, soda, and mineral waters	1	5,000	5,000	..	..	..	..	1,152
Belts, belting and hose (leather)	7	38,500	65,000	28	..	..	28	2,288
Blacksmithing	42	24,050	37,880	45	1	3	49	20,685
Bleaching and dyeing	3	300,000	5,500,000	164	16	..	180	180,000
Blocks and pumps	4	10,500	14,400	4	..	..	4	1,576
Boat-building, ship repairing, and ship timber	14	54,000	106,700	81	..	..	81	44,896
Boot and shoe findings	6	15,500	85,380	49	54	..	143	24,600
Boots and shoes	112	1,863 964	8,820,986	4,726	629	39	5,394	2,295,330
Boxes, packing	2	8,000	25,000	10	..	..	10	6,000
,, paper	2	5,000	8,000	15	85	..	110	2,000
,, wooden	14	61,000	77,475	89	3	2	94	16,292
Braids and lacings	1	20,000	120,000	..	..	..	100	24,000
Brass founding and finishing	4	65,000	145,000	28	..	..	28	15,000
Bread and other bakery products	9	65,500	146,500	43	..	..	43	13,420
Brick	93	317,185	520,574	914	3	..	917	206,091
Brick machines and moulds	1	600	1,000	2	..	..	2	300
Britannia ware	2	31,000	56,000	..	..	..	..	..
Brooms and brushes	5	65,000	237,500	40	8	..	48	24,000
Burnetized wood	1	30,000	200,000	..	..	..	..	..
Cabinet work	1	..	300	..	..	..	..	..

Mechanical and Manufacturing Industries.	Number of Establishments.	Capital Invested.	Value of Production.	Hands Employed.				Wages during the Year.
				Males.	Females.	Children.	Total Number.	
		Dollars.	Dollars.					Dollars.
Canned goods	33	825,000	1,842,000	2,027	1,760	300	4,087	262,500
Cant dogs	3	2,700	1,894	2	..	..	2	104
Carriage stock	4	8,000	8,114	9	..	..	9	3,060
Carriages and sleds (children's)	5	16,800	11,300	32	2	3	37	10,000
Carriages, wagons, and sleighs	59	194,165	324,550	255	3	3	261	117,154
Carvings	2	500	15,000	12	..	..	12	..
Cement, drain, gas, and water pipes	4	4,000	17,050	45	..	1	46	4,450
Cider	3	1,400	1,665	7	..	..	7	440
Clothing, men's and boy's	42	267,243	811,250	83	3,590	20	3,693	237,821
Coffee and spice, roasted and ground	5	19,000	114,000	28	..	..	28	6,000
Confectionery	5	37,500	97,050	30	2	..	32	17,556
Cooperage	64	54,136	114,792	185	..	..	185	41,172
Cordage and twine	2	55,000	125,000	38	2	3	43	30,000
Corks, boot	1	..	1,500	..	..	..	..	..
Cotton goods	16	12,252,000	12,151,750	2,732	7,222	695	10,649	3,381,625
,, batting, warp and yarn	5	130,000	275,920	37	82	26	145	45,200
Croquet sets and bats	2	1,000	8,750	10	..	..	10	800
Edge tools	20	430,000	638,800	324	..	4	328	165,374
Emery, reduced and ground	1	33,000	54,000	8	..	..	8	5,700
Emery wheels	1	10,000	50,000	..	..	..	..	..
Excelsior, for upholstering	3	24,000	43,600	20	9	..	29	7,500
Fertilizers	3	40,000	78,600	3	..	..	3	900
Files and rasps	3	1,850	27,500	27	..	2	29	13,080
Firearms	2	200,500	1,200	..	..	..	..	..
Fish, cured and packed	7	21,360	245,256	170	1	5	176	4,185

Mechanical and Manufacturing Industries.	Number of Establishments.	Capital Invested.	Value of Production.	Hands Employed.				Wages during the Year.
				Males.	Females.	Children.	Total Number.	
		Dollars.	Dollars.					Dollars.
Flouring and grist mill products	85	620,600	2,276,122	160	1	..	161	72,204
Furniture	21	54,000	190,275	218	..	..	218	49,348
Chairs	4	14,200	19,500	13	15	..	28	7,300
Furs, dressed	3	10,000	34,500	9	1	..	10	1,500
Gas, illuminating	6	829,000	260,230	54	..	..	54	28,100
Glue and glue stock	2	10,000	19,000	6	..	..	6	1,100
Granite tools	1	25,000	100,000	37	..	..	37	15,600
Gunpowder	2	325,000	250,000	53	..	..	53	37,800
Handles, wooden	10	74,880	90,200	58	..	2	60	13,150
Hats and caps	1	8,000	11,000	..	..	..	..	..
Ice, prepared for market	24	60,000	552,000	160	..	..	160	18,500
Ink	1	200	500	..	..	..	..	..
Iron, cast, forged, and rolled	22	695,200	1,649,640	472	..	..	472	320,575
Lasts	2	3,100	10,000	3	..	..	3	..
Lead and other paints	2	90,000	69,400	12	..	..	12	7,500
Leather, tanned and curried	61	1,529,380	3,187,300	663	..	..	663	306,244
Leather board	2	30,000	41,000	20	..	..	20	8,276
Lime	25	1,099,500	1,535,025	454	2	..	456	133,900
Lumber, long and short	1,086	6,879,492	9,020,222	7,426	12	38	7,476	2,723,673
,, planed	6	80,000	210,000	80	..	..	80	42,500
Machinery, cotton and woollen	8	212,800	315,500	230	20	..	250	116,812
Machinery, steam engines, boilers, locomotives railway cars, &c.	30	1,097,500	2,501,247	1,101	..	..	1,101	649,918
Marble and granite works	9	31,500	68,900	55	..	..	55	34,705
Matches, friction, and match cards	3	16,500	25,000	19	11	4	34	10,700

Mechanical and Manufacturing Industries.	Number of Establishments.	Capital Invested.	Value of Production.	Hands Employed.				Wages during the Year.
				Males.	Females.	Children.	Total Number.	
		Dollars.	Dollars.					Dollars.
Measures and boxes	1	100	375	1	..	..	1	..
Musical instruments	3	10,500	17,500	2	..	..	2	1,200
Nails and spikes	1	..	75,000	..	..	..	..	..
Needles and awls	1	..	1,500	7	..	..	7	..
Oakum	1	..	75,000	30	..	..	30	18,000
Oars and spars	1	1,000	11,500	5	..	..	5	3,750
Oil, fish	12	323,500	352,550	440	6	..	446	87,180
„ Kerosene	1	200,000	254,550	25	..	..	25	18,000
Oil floor cloth	4	385,000	964,000	75	..	..	75	50,000
Paper, printing and wrapping	9	1,500,000	3,041,600	517	319	..	836	356,727
Patent medicines	1	12,000	7,000	3	..	..	3	..
Peg cutters	1	..	400	..	..	..	..	..
Pickles	1	..	2,600	..	..	..	..	..
Picture frames	1	15,000	45,000	5	..	..	5	3,000
Plaster, ground	4	85,000	135,075	64	..	..	64	21,000
Plugs and wedges	5	1,900	6,742	6	..	..	6	..
Printing and publishing	31	440,262	801,600	158	96	20	324	131,018
Printing cotton and woollen goods	1	1,500	100,000	6	..	4	10	4,800
Roller skins	1	1,000	3,500	..	..	..	..	..
Saddlery and harnesses	25	69,850	177,862	97	10	..	107	51,024
Sails	9	22,680	59,000	27	4	..	31	12,233
Salt, ground	1	12,000	10,000	..	..	..	..	..
Sash, doors and blinds	21	370,000	364,450	238	..	3	241	106,254
Saw frames	1	5,000	7,330	4	..	..	4	2,200
Shirts and overalls	6	78,500	286,500	..	195	..	307	118,128

Mechanical and Manufacturing Industries.	Number of Establishments.	Capital Invested.	Value of Production.	Hands Employed.				Wages during the Year.
				Males.	Females.	Children.	Total Number.	
		Dollars.	Dollars.					Dollars.
Shoe pegs	4	..	9,350	12	..	3	15	..
Shooks, box and hogsheads	23	149,950	652,013	343	..	25	368	127,969
Soap, candles, and potash	8	46,000	106,077	20	..	..	20	9,134
Spools and spool stocks	7	73,000	94,000	77	1	4	82	38,250
Springs, carriage	1	..	43,000	..	..	..	..	..
Starch	8	27,500	24,425	19	..	..	19	2,165
Stone and earthenware	4	128,800	159,500	65	..	1	66	32,237
Suspenders	1	10,000	40,000	1	10	2	13	1,700
Tin, copper and sheet iron ware	21	90,100	49,000	39	..	..	39	22,000
Tobacco, cigars	5	3,650	16,000	11	1	..	12	3,990
Treadles, sewing machines	1	..	5,460	..	..	..	..	..
Tripoli	1	12,000	5,000	..	..	..	..	..
Trunks, bags and valises	4	33,000	86,400	11	..	1	12	6,400
Trunk cleats	1	..	2,100	..	..	..	..	..
Wire	1	6,000	18,000	9	..	..	9	4,500
Wood pulp	2	30,000	79,200	25	..	..	25	5,500
Wooden mouldings, stair rails and stairs	7	25,300	76,500	53	..	..	53	8,992
Wooden ware	1	200	..	..	..	..	..	..
Wool, cleaning and pulling	5	77,000	114,680	5	..	..	5	1,453
Wool carding and cloth dressing	17	26,200	82,255	16	3	4	23	645
Woolen goods	39	3,217,000	6,605,292	1,346	1,183	198	2,727	995,107
Total	2,361	39,123,547	69,813,948	7,570	15,362	1,415	44,659	13,888,022

Maine Prohibitory Liquor Law.

Some observations made by me in my report for the year 1873 upon this subject, and which duly appeared in the consular report published last year, were quoted in the "Leeds Mercury" of the 7th October last, and formed the subject of a most sensible and temperate article upon the apparent failure of the Prohibition Law in Maine. As my own statements have not been deemed sufficiently trustworthy by the English temperance party, I have prepared the following series of extracts, which I think will amply confirm the statement I have ventured to make upon this much vexed subject.

The great question to be solved is, whether the Prohibition Law can or cannot be carried out under the most stringent and severe penalties? After a long series of years, it has been proved to any but those who refuse to be convinced, that however it may have partially succeeded in country villages and places easy of supervision, it is impossible to prevent the sale of liquors and drunkenness in the larger cities. This is acknowledged by the prohibitionist party, and among them, by the present conscientious and popular Governor Dingley, who is himself a leading prohibitionist. If such be the real state of the case, and as no two distinct laws, one for the country and the other for towns can be legally thought of, it is generally believed by the large party who are promoters of the temperance cause, and who are as equally well meaning and conscientious as the prohibitionists can be, that a carefully considered stringent license law, efficiently enforced, would further far more the true temperance cause than the present impolitic and impossible Prohibition Law can do, and which is rendered inefficient and obnoxious by its very severity. The position is so well and fully maintained by the following extracts, that very few further observations by me can be necessary.

As I consider it only fair that Governor Dingley should speak for himself and party, I shall commence with the paragraph on the "Enforcement of Prohibitory Laws," from his recent address on the opening of the State legislature:—

"The Attorney-General embodies in his report, communications from the several county attornies, furnishing important official statements and statistics relating to the enforcement of the laws prohibiting drinking houses and tippling shops. These statistics show that during the past year, in the Supreme Court alone, there have been 276 convictions, 41 commitments to jail, and 30,898 dol. collected in fines under these laws, more of each than in any other year, and four times as many convictions, and ten times as much in fines as in 1866, when the general enforcement of these laws was resumed after the close of the war, which had engrossed the public attention and energies. It is significant also that during these nine or ten years of gradually increasing efficiency in the enforcement of the laws against dram shops, the number of convicts in the State prison has fallen off more than one-fouth.

"The report of the Attorney-General, and the statistics accompanying, conclusively show that the laws prohibiting drinking houses and tippling shops have the most part been enforced during the past year more generally and effectively than ever before, and with corresponding satisfactory results in the diminution of dram shops and intemperance. These results are due, to a considerable extent, to the increased efficiency given to these laws by the Sheriff Enforcement

Act, but more especially to the improved temperance sentiment which has been created by the active moral efforts put forth in this State within a few years. Experience has shown that however faithful officers may strive to be, their permanent success in the enforcement of any laws, and particularly laws opposed by unprincipled avarice and debased appetite, will largely depend on the strength and activity of the public sentiment which supports the object they have in view, in the several counties and municipalities. It is gratifying to know that this sentiment has become so predominant as to secure the very general suppression of known dram shops, and the consequent marked mitigation of the evils of intemperance in four-fifths of the State. In the remainder of the State, comprising some of the larger cities and villages, the results are not so satisfactory, although even there, as compared with the condition thirty years since, there has been an improvement."

The number of convictions, commitments, and penalties mentioned by Governor Dingley in the preceding paragraph prove incontestably the large amount of drinking that actually goes on notwithstanding the severe penalties attaching to it. Many of these fines have been paid over and over again by the different hotel keepers and others who by their large sales and profits can well afford to pay these frequent impositions. It is alleged, however, that any apparent benefit which the Governor believes to arise from the enforcement of the law, would be considerably increased by the adoption of another system, which would make it the interest of the respectable licensed dealers to prevent the existence of low class groggeries, and the dissemination of poisonous compounds, which the severity of the present law encourages rather than prevents.

Before giving Governor Gaston's paragraph upon the Prohibitory Law of Massachusetts, in his address on the recent opening of the Legislature at Boston, it will be as well for me to state that this Prohibition Law was a principal test question of the late State elections in Massachusetts, and every exertion was made by the prohibition party to carry their point, but they failed signally. One acknowledged drawback to the real temperance cause is the mixing it up with political issues, the republican party, as a rule, being prohibitionists, and the democratic party taking the opposite view, leading, as may be supposed in many instances, to insincerity, to use a mild term.

"*Prohibitory Law.*—There is a subject which you will be called upon to consider that largely affects the public interests of the State, but it still more largely affects the private interests and morals of the people. I refer to the subject of legislation respecting the sale and manufacture of intoxicating liquors. It presents a problem of not easy solution. Difficulties always have surrounded and always will surround it. The temperance cause is a high moral one, but it has unfortunately been dragged from the house of its friends, and thrown into the arena of party strife. From that arena I trust that an attempt will be made to rescue it and lift it up to that place which its high moral dignity demands. While, like every other moral cause, it finds its highest form of triumph in arguments and persuasions which convince the judgment, and in appeals which reach the conscience, it is still entitled to all the aid which legislation can give, and I believe legislation can aid it; but experience has shown that it is a fatal mistake to rely upon law as the sole or principal agency in promoting the cause of temperance,—that loyalty to duty and that determination to perform it, which are the fruits of conscientous conviction, have a steadfastness and power which

do not belong to enforced virtue. Many will resist force who will yield to persuasion. I fear the tendency of late has been to rely too much upon the strength of the law and too little upon more potent instrumentalities. I think the opinion is well-nigh universal that there should be at least restraint in the sale of intoxicating liquors, and this opinion will give a strength to restraining legislation which absolute prohibition certainly does not now possess. Let law sustain the appeals to the judgment and moral sense of the community. I feel it to be my duty to say that while considering this subject, you should keep in constant remembrance the fact that intemperance has been the most prolific source of poverty, wretchedness, and crime; that it has filled the State and the country with its destructive influences, and that its progress everywhere heralds only misfortune, misery, and degradation. The barriers which you may seek to raise against it should be as strong as you, acting within the proper limits of legislation, can make them. That which will most effectually diminish an evil which I fear legislation cannot wholly destroy, will best subserve the cause of morals, most thoroughly promote the interest of the State, and most successfully advance the prosperity and virtue of the people. Your action on this subject should be earnest, faithful, and determined. Nothing less will satisfy the people; nothing less ought to satisfy your own consciences. More than twenty years ago the law known as the prohibitory law was enacted. With the exception of a single year that law, or a law of a similar character, has been on the statute book. The people at the time of its enactment were anxious to aid the cause of temperance by legislation. They, therefore, through their representatives in the Legislature, passed the law. They have tried it, and they have waited patiently for more than twenty years for its predicted blessings. To-day the public sentiment demands a repeal of the law. The people do not desire this repeal because their zeal in the cause of temperance is less than it was twenty years ago, but because they believe that the law has signally failed to accomplish the great and beneficent purposes for which it was enacted. It was claimed by its opponents at the time of enactment that it was 'unsound in theory and inconsistent with the traditional rights and liberties of the people,' and that it transcended the proper domain and limits of legislation; that it was too far in advance of the habits of the people to meet with any practical success; and that in the sale of intoxicating liquors, regulation was attainable and practicable, but that absolute prevention of such sale was impossible. And during the existence of the law, the principles upon which it rests have been the subjects of earnest public discussion, as well as exhaustive legislative examination and inquiry. It is not necessary or useful for me to enter upon the discussion of these questions now, for the law has made a history for itself, and many of the objections made to it which were in the nature of prophecies at the time of its enactment have become facts now. By its history it must be judged, and receive either approval or condemnation. The law has had many attendant influences which, if it had possessed an inherent power for good, would have given it additional strength. It has had behind it a strong moral support in the high character of many of its advocates. These advocates have given to it the strength which always comes from intelligence and virtue. The purpose, too, which it was designed to accomplish seemed to surround it with its own pure influences, and to lend to it its aid. In addition to all these, the great power of the State was behind it. An extraordinary police force was created, mainly to assist in its enforcement. Never in this common-

wealth did a law have more potent and unusual agencies to give it strength and power, but these agencies have served only to demonstrate its weakness, and make its failure the more conspicuous. I am opposed to this law because of this failure, and because I believe its execution, or what has been called its execution, has tended to corrupt the administration of law in the State. During its existence the executive chair of the commonwealth has been occupied by gentlemen for whose ability, intelligence, and virtue the people have had the highest respect. That respect has been deserved. These gentlemen, clothed with the power of the State, have sought to enforce the law through the agencies provided by the statute; and yet, with all these favouring circumstances, it has been constantly losing respect from the method of its execution as well as from its want of success. The appointing power has always sought for honest and worthy men to enforce it, and has undoubtedly obtained many worthy men for that purpose; but it is believed (whether correctly or not you must judge) that the temptations to corruption which the law presents have proved too strong for many of the subordinate officers who have been charged with its execution, so that (at least in many parts of the State) it has practically degenerated from a prohibitory law of the most stringent form to a licence law of the most corrupt character. When the terrors of the law are used for the purposes of private gain and political influence, the cause of morals is not advancing. In the report of the majority of the committee on the liquor law, made to the last Legislature, I find the following:—

"'The legislation of the State should ever be parental, for home is the foundation and should be the type of all representative Government. We should make laws to protect our homes, to guard the weak, to guide aright the blind and erring, to prevent temptation, not to license it, to remember the weakness of humanity in its best estate, its proneness to be enslaved by appetite and passion, and make law have a lifting, elevating power.'

"If I believed that the prohibitory law had accomplished such results, I would not recommend its repeal. But has it prevented temptation? Has it not practically licenced it? Has it protected the weak and guided aright the erring? and has it been a lifting and elevating power? If the statistics and statements contained in the report of the minority of the same committee are reliable and fairly made (as I am bound to believe they are), then they present fearful evidence to the contrary. But I need not refer to statistics, there are facts enough, obvious to a common observation, to demonstrate that the results which the majority of the committee say ought to be accomplished by legislation have not been among the fruits of the existing law. I believe that the sale of intoxicating liquors in many of our cities and towns has never been larger or more open, bold, or undisguised than during these twenty years of prohibitory history. If there ever was a time when the law could have been enforced, it was when the popular judgment was, or was believed to be, in its favour. Nothing less than the united moral influence of the people of the commonwealth can give to such a law practical strength and power. Such a united influence the present law is far from possessing. It has undoubtedly still a large number of friends and supporters whose character and whose motives are pure, and whose earnestness and whose zeal in the cause of temperance cannot be questioned. But it is equally beyond a doubt that it finds among its opponents a large number of persons of equal purity and intelligence, having a kindred zeal in the same cause. The latter believe that its

continued existence will retard rather than advance the cause of temperance, and that it will, by the influences which it has created, and the agencies to which it has given birth, continue to corrupt the administration of law and to degrade political action. With such a sentiment existing against it, its friends can scarcely hope for it any substantial success,—certainly not, unless it can gain a respect which it does not now possess. But events has shown that instead of gaining it has been losing public favour, that the number of its friends has been diminishing and the number of its opponents increasing, and that the popular judgment is now against it. If such be the facts, then there is reason to fear that the future of the law (if it shall continue to exist) may be more objectionable than its past has been, both in the character of its results and in the method of its administration, and this no good citizen can desire. If you shall come to the conclusion, for the reason which I have stated, or for any other reasons, that the existing law ought to be repealed, then it will be your duty to supply its place with some other form of legislation, restraining and controlling a traffic which cannot be entirely abolished, for I believe that no man who has given the subject earnest and candid thought can be in favour of the unrestricted sale of intoxicating liquors. I should be surprised to find in the Legislature an advocate of such a policy, and I dismiss it as unworthy of discussion. I recommend the repeal of the existing prohibitory law, and I also recommend the enactment of a law in its stead which shall place the sale of intoxicating liquors in responsible hands, and shall surround such sale with the strongest practicable limitations, restraints, and safeguards. I have already indicated the general character of the legislation on this subject, which commends itself to my judgment. Its details cannot be properly considered within the limits which for a single subject belong to this occasion. While I entertain no doubt that a large majority of the people of the State are opposed to the existing prohibitory law, I am well aware that there exist wide differences of opinion as to the best form of legislation to accomplish the object which all good citizens have at heart, namely, the limitation of the evils of intemperance. Representing all shades of these differences, you will consider this difficult problem with a wise regard to the traditions of our people, to the rights of our citizens, and to the best interests of the cause of temperance. Entertaining quite decided opinions as to the general character of the legislation best adapted to accomplish these objects, I doubt if it is within my proper province to seem to dictate or even suggest details of legislation upon this subject to the representatives of the people. But I shall be most happy to co-operate with you in any legislation which, while free from constitutional objections and from clear invasions of personal rights, shall tend to promote the beneficent purposes which legislation upon this subject should aim to accomplish."

The following leading article is taken from a Chicago paper, edited by a well-known talented gentleman, Mr. Medill, who seems to have studied the Maine statistics upon this subject with considerable effect.

Does Prohibition Prohibit?—"In our last issue we treated prohibition as a matter of political policy, showing that it was one of the most active causes of the recent Republican defeat, and that in those States where it had not figured as an issue in the canvass, directly or indirectly, the Republican party was successful. It is not impossible that there is a considerable class in every community who will at once take the ground that duty is above policy, and that the party cannot afford to sacrifice moral principle for the sake of maintaining ascendancy

in office and administering government. Their position deserves attention, and, if we can establish the fact that prohibition is not only impolitic but impracticable, then there is an end of it, and every man who is not a fanatic and will listen to reason will drop it at once.

"It will be conceded that Maine is the home of prohibition. The law forbidding the use and sale of intoxicating liquors has been upon its statute books for over twenty years, and the authorities cannot be charged with negligence in their efforts to enforce it. How has it been enforced? What fruits has it borne? In a few words, does prohibition prohibit? If it does not in Maine, then it cannot in any other State, for the machinery of enforcement is the same everywhere. Upon this point we can produce some statistics from an official source and of a character which cannot be gainsaid, as they have been prepared by the Hon. Joshua Nye, Chief of the State Constabulary, who has been entrusted with the execution of the law, and who is the only competent witness in the case. The fact that he would be personally interested in the maintenance of the law, lends additional force to his statements. Mr. Nye states, that during the year 1866, more than 1,500,000 dol. were paid for liquors brought into Maine, and more that 3,000 persons were engaged in the sale of intoxicating liquors, and yet the prohibition law was in full force, and had been for fifteen years. Do the figures for 1873 show any improvement? The records show for that year, 3,427 prosecutions for selling liquor, and 17,808 arrests for drunkenness; more than for all other crimes combined. In 1863, there were seven persons taken to the Asylum whose insanity was the immediate result of intemperance. For the years 1872 and 1873, there were 52—26 each year, showing almost fourfold increase. The details of these reports are interesting. The following table gives the number of arrests in Augusta for drunkenness for the years since 1868:—

1868	53
1869	115
1870	130
1871	158
1872	152
1873	86
1874	122

"The following shows the number of arrests for drunkenness in Bangor since 1862:—

1862	8
1863	10
1864	31
1865	30
1866	unknown
1867	23
1868	10
1869	416
1870	385
1871	372
1872	459
1873	334
1874 (estimated)	350

"The following table gives the number in Portland since 1870:—

	Arrests for Drunkenness.	Drunkenness and Disturbance.
1870-1	1,558	203
1871-2	1,431	191
1872-3	427	195
1873-4	2,011	389

"Not the least interesting and suggestive part of Mr. Nye's report, is that in which he shows the extent to which the State itself is engaged in the rum business. In 1862, a State Liquor Commissioner by the name of Shaw, was appointed to sell liquors for medicinal, mechanical, and manufacturing purposes only, to city and town agents. The following table shows the amount of sickness in Maine during the past ten years, and the handsome sums which have come into Shaw's pockets from his sales:—

Years.	Towns.	Amount.	Shaw's Commissions.
		Dollars c.	Dollars c.
1862	..	24,607 86	1,372 75
1863	96	44,341 35	1,894 62
1864	81	72,309 78	3,953 92
1865	102	89,069 67	4,938 34
1866	..	96,152 24	Not given.
1867	121	129,445 55	7,936 84
1868	117	105,861 30	6,481 32
1869	131	96,195 65	Not given.
1870	126	105,491 56	6,782 49
1871	111	78,571 03	5,415 25
1872	101	100,311 70	6,806 48
1873	90	106,306 15	Not given.

"There are 542 municipalities in Maine, while these figures represent the sales by the State agent to only one-fourth of that number. Adding to these the amount bought and sold by other agencies of the remaining towns, and a slight idea of the enormous traffic in liquor conducted by the State may be formed. This increase in the liquor traffic is not confined to the cities. Mr. Nye cites the case of Canaan, a little and obscure country town. The agency in Canaan had liquors to the value of 3,675 dol. in 1863; 884 dol. 31 c. in 1864; 1,292 dol. 52 c. in 1865; and 2,157 dol. 51 c. in 1866, while the population of the town, like that of the State, has been steadily decreasing, and the foreign element is very small.

"Such facts and figures as these, show with irresistible force the futility of attempting to enforce a prohibition law. They show that prohibition does not prohibit. They show that prohibition offers a premium for drunkenness; under such circumstances, it is not only a wise policy, but a plain duty for the Republican party to have nothing more to do with it. If temperance people want to enforce temperance, there are other ways to do it than by prohibitory laws. Public sentiment

must be educated in temperance, and that education must be taught in the schools, in the churches, and in the homes. Inquisitions are relics of the past, and it is as futile to attempt to establish an inquisition which shall dictate a man's tastes absolutely as it would be to revive the inquisition which had absolute sway over a man's religious faith."

The two following communications, which have been recently addressed to a Portland newspaper, are from the pen of Ex-Judge Goddard, formerly of the Supreme Court of this State, Ex-Consul-General for the United States at Constantinople, and now Postmaster at Portland; a gentleman of great and varied attainments and high social position in this State.

"PROHIBITORY Legislation.—The Result of Twenty-three Years Trial of the System in Maine.

"To the Editor of the 'Advertiser.'

"That drunkenness is rapidly increasing in Portland and other cities of our State will no longer be disputed. The evidence is conclusive. Intelligent citizens yielded long ago to the testimony of their own eyes and ears; and the daily police record, the almost daily disturbances at Gorham's Corner, the Stafford block, and other choice localities, the frequent Leightonian orgies, an occasional drunken homicide, like those of Doyle and Mrs. Pike last January, with a partial lifting of the curtain upon a female death-scene which puts to blush the Five Points of New York and the Seven Dials of London, must have convinced distant readers of our newspapers. Dr. Hill has given his opinion from the pulpit of the First Parish, and at length a Mass Total Abstinence Convention at the City Hall has confirmed all these witnesses by the mouths of several of its foremost speakers.

"Representative temperance men on that occasion admitted that intoxicating liquors are sold in defiance of the law in 500 different places in this city, and a prohibitory official from New Jersey even attributed the defeat of Neal Dow's temperance Bill in the British Parliament to the demoralizing influence of Plaisoll's experience at Portland Bars. Governor Dingley, President of the Convention, did not claim that the law had yet been enforced in more than three-quarters of the State, and ex-Mayor Farwell complained that at least twelve notorious rum shops have long been permitted to ply their unlawful traffic in Rockland.

"The administration of Mayor Wescott and Marshal Parker was vigorously denounced by teetotal orators, and three days after it was sustained and endorsed, and a leading temperance reformer rejected by a majority of more than 500 of our citizens; while in Lewiston, the home of Governor Dingley, where nearly three-quarters of the voters are republicans, and where the Governor informed us that no intoxicating liquor was publicly sold, an anti-prohibitory democratic mayor has been elected, and a prohibitory republican candidate defeated by a majority of 147, and a similar accident has happened at Saco. The Sheriff of Cumberland has been interrogated by the Governor, and the Sheriff of Knox has been presented for impeachment by the Knox County Lodge of Good Templars.

"I call attention to these infallible proofs of the decline of temperance throughout the cities and larger towns, containing a fourth part of our population, and I ask whether the prospect is not at this moment more discouraging to the friends of prohibition than at any other period in the history of the movement.

"If I am substantially right it would seem wise to seek for the cause of this alarming retrogression, in order that the remedy may be applied without delay. With this purpose I propose hereafter to review the history of our prohibitory legislation in a candid, dispassionate manner, avoiding all personalities and that intemperance of language which has sometimes characterized discussions of this subject."

Judge Goddard, after a series of seven articles upon this subject published in the Portland "Advertiser," concludes with the following summary of them, and offers suggestions:—

"The Prohibitory Law.—A Summary of former Articles, followed by Five Suggestions.

"In my preceding articles I have endeavoured to give a faithful and impartial history of our prohibitory legislation since the passage of the first Maine Law in 1851.

"During these twenty-four years we have been under prohibition, excepting in 1856 and 1857, two years of licence. Thirty statutes have been passed, eleven of which are embodied in chapter 27 of the Revised Statutes of 1871, and seven more have been passed in the last three years; the other twelve have disappeared from the code. Since 1851 only seven Legislatures have abstained from liquor legislature.

"Since 1864 the sale of ale, porter, lager-beer, and all other malt liquors has been prohibited, and is punished with the same severity as the traffic in distilled spirits. Since 1872 we have hired by double pay all our sheriffs, and as many deputies as they have been pleased to designate, to watch liquor-dealers, which was in fact just as much their duty before. Under this invitation our sheriff and deputies have charged their 3 dol. and 2 dol. a day for attendance on the Supreme and Superior Courts most of the year, and the same figures a second time all the year round (Sundays not excepted) for hunting down rum-sellers. This double pay amounted in 1873 to upwards of 4,000 dol. in the county of Cumberland alone.

"The severity of our present laws is such that the seller of three tumblers of lager-beer may be subjected to six indictments and six sentences, involving the payment of six bills of costs, 1,250 dol. worth of fines, and five months' imprisonment; or six bills of costs, 40 dol. fines, and two years in prison; or six bills of costs, 1,270 dol. in fines, and the full two years besides,—all at the pleasure of the presiding judge, besides having to give bonds in each case to keep the peace for two years or lie in gaol till he does. And the owner of the building where the lager or other unlawful drink is sold is liable to one indictment and the payment of costs and 1,000 dol. fine or six months' imprisonment, or both, if he knew of the sales, or either of them, besides being himself put under bonds to keep the peace for two years.

"So we foot up the legal results of three sales of lager by one man to another as follows:—Six indictments against one man and one against another, with seven bills of costs, 2,270 dol. in fines and five months' imprisonment; or 1,040 dol. in fines and two years and a half in prison; or 2,270 dol. fines and two years and a half in prison, besides the seven bonds. After all this, either the seller or the landlord may be made to pay to any relative of the victim for all damage

occasioned by the drinker while under the lager's influence, and vindictive damages on top of that.

"Still the cry is heard for more law, because, in spite of all this legislation and these terrific penalties, drunkenness and violence are so rapidly on the increase in Portland and the larger cities and towns.

"That intemperance has been and is on the increase in such localities was proved by reference to indisputable authorities. This increase is most conspicuous among our foreign population and our native youth. Undoubtedly that intemperance is especially dangerous among aliens who compose so large a proportion of our ignorant and violent class, and is particularly discouraging among our native youth, the hope of the State, who have grown up under prohibitory influences.

"If inherited appetite is pleaded in their behalf, the palliation can truthfully avail but a small minority of our intemperate youth. And the validity of the excuse itself is somewhat weakened by a singular fact which, it is believed, is universally admitted, and yet has never, to my knowledge, attracted public attention in this connection. The fact is this: If we may believe travellers and historians, the most barbarous and primitive races exhibit the strongest appetite for intoxicating liquors, and the rapid and widespread devastation produced among savages by the rum of civilised man is the unvarying theme of discourses and missionaries. Now to some of these savage races intoxicating drinks were unknown until the discovery of their islands by Europeans, and yet they form no exception to the general law. For we are told that the whole populations of such islands, of both sexes and of all ages, with scarcely an exception, have at once plunged into beastly intoxication when for the first time they had access to the white man's liquors. Their women and young children, we are told, manifest an irresistible appetite for distilled and fiery spirits, and drink them without dilution and without limit. Now these savages, whose appetites would seem to have been as free from inherited taint as those of our first parents in Paradise, and therefore, according to modern popular theory, ought to have been pure and natural, nevertheless exhibit a ravenous hankering for the new-found fire-water far beyond that of most cases of alleged inherited alcoholics' appetite among civilized races, and fully equal to the worst types of that so called disease among us.

"A friend (who, by the way is one of the most thoughtful and judicious men within the range of my acquaintance) has favoured me with a suggestion in regard to the boasted decrease of intemperance, even in the rural districts of Maine which I consider too valuable to omit. The census shows that the population of our country towns has fallen off largely for two decades. From 1850 to 1860, Maine was saved from actual loss of inhabitants only by the increase in cities and large towns, and between 1860 and 1870 the growth of the cities failed to save us. Good sized families have become unfashionable, and a large proportion of the few boys who are born, move at an early age to cities or to the West, leaving the old folks and the old maids, with perhaps a staid son to carry on the farm and fight against intemperance. Whether the battle would have been waged with equal success, if more boys had been born or stayed at home, is a serious question.

"Passing from this parenthetical episode, the wastefulness and inefficacy of the Sheriff Act of 1872 was exposed and the worthlessness of its penalties demonstrated. Elective sheriffs and county attornies are liable to a summons from the Governor, which they are at liberty

to treat with impunity; for the Governor has about as much to fear from the impeachment of the recusant delinquent as the county officer, because no Legislature can be compelled to impeach or convict, and even in case of conviction and removal the people of his county are at liberty to fill his place with a still more inefficient officer, and so on *ad infinitum*. The greatest direct obstacle to the enforcement of our liquor laws in unpopular counties, was shown to be that unlucky constitutional amendment of 1855, which deprived the Governor of all practical control over his sheriffs by making those officers elective—an obstacle not to be overcome by such fetches and dodges as the Sheriff Act or a State constabulary. Attention was called to the moral difficulty of enforcing a law bristling with severe and accumulated penalties for a single class of offences, while all the while increasing leniency has been extended to other criminals. This moral difficulty has been heightened by the strange inconsistency of leading prohibitionists who, sitting in executive chairs, have persistently nullified our most solemn statute by a systematic refusal to execute the law of the State by inflicting the legal penalty on capital offenders.

"Such is a brief summary of the seven preceding articles which had been written in the hope of arousing the public conscience and directing the popular attention to the alarming condition of our cities and larger towns, and to the appalling dangers which environ our foreign population and the generation of native citizens which has grown up under our legislation. If asked to suggest a definite remedy, I reply:—

"First.—The immediate repeal of the Sheriff Act of 1872.

"Second.—The passage of an Act restoring to the Governor and Council the appointment of County Attorneys.

"Third.—The submission to the people of a constitutional amendment restoring to the Executive the appointment of Sheriffs and Municipal and Police Judges.

"Fourthly.—The repeal of the Ale, Porter, and Lager-beer Act of 1864.

"Fifth.—The confiscation of all pure liquors, after condemnation, to the use of the city or town where the seizure is made.

"The first would save large sums now wasted in the several counties, leave city marshals and police officers without excuse, and rid the Statute Book of a transparent sham.

"The second and third would secure a vigorous and uniform enforcement of the Liquor Law and of all laws throughout the State, subject only to the inevitable drawback of unsympathetic juries in some counties and an occasional apathetic Governor.

"The fourth would, in my judgment, accommodate the law to the popular will, by restoring substantially the law of 1858, beyond which it is believed the people of Maine can never be made to go—and stay.

"The fifth would restore the sensible provision of our earlier law, which wasted nothing valuable.

"Manifestly there can be no excuse for destroying by law, property which is recognized by the same statute as useful and necessary. To require one officer to destroy large quantities of fine and expensive liquors on one day, and to require another officer in the same city or town to buy similar articles at the municipal expense on the next, is puerile and unjustifiable.

"Would it not be well to be wise betimes, and, while we yet have the power, to correct our mistakes by restoring to the Executive his lost rights, thus invigorating the administration of the law on the one

hand, while, with the other we lop off costly excrescences and repeal annoying and minute statutes which nobody obeys, and which, of course tend to bring all law into contempt?

"Would it not be well for the advocates of extreme prohibition and multiplied pains and penalties for offenders against their favourite statute to remember that there are those who shudder at other crimes and who, believing that deeds of violence and blood are even worse than violations of the Liquor Law, are not satisfied with the persistent efforts of those gentlemen to lower penalties, to commute sentences and finally to pardon capital offenders?

"By the exhibition of less inconsistency on the part of representative temperance legal reformers, and by a timely retreat from dangerous and unstable ground, unwisely ventured on during the past ten years, we may reasonably hope to save the prohibitory principle, perhaps for many years, in Maine. But if the professional and extreme advocates of prohibition, in spite of the warnings of experience, persist in retaining our present impracticable and unsatisfactory laws against the liquor-dealer, and even demand new and severer penalties, while the same men openly sympathize with other criminals, and officially obstruct the execution of our gravest laws, it needs no prophetic eye to read the sure, speedy, and final doom of prohibition even in its birthplace.

"The substance of the foregoing articles was prepared for publication last spring, soon after the adjournment of the Legislature, but the writer feared that the public mind was not then ready to give them a candid and dispassionate consideration. Since that time New Hampshire and Massachusetts have passed from our control, and it is evident that mismanagement by the extreme advocates of prohibition has ruined their cause in both of these States. Long ago we lost Connecticut, and now the Maine law is evidently doomed in New Hampshire, and in Massachusetts. One half of New England has thus openly repudiated prohibition and is returning to license.

"Is it not evident that the fate of prohibition, even in Maine, is after a trial of nearly a quarter of a century, trembling in the balance? Admit, if you please, that extreme measures would be desirable, who does not see that the question now before us is not between moderate and extreme prohibitory laws, but between a reasonable, popular, and practicable prohibitory law and license?

"May it not be for our present Legislature to determine, by timely and prudent action, whether we are longer to retain the prohibitory principle in our legislation, or to see the Maine law swept from the Statute Book in 1876?"

The following extract is from a letter addressed to me by a well-known journalist in this State, who has especial means for studying this question at the fountain head:—

"There is such a thing as giving an extra turn to the screw by fanatical and impracticable temperance apostles, that will do more harm to the cause than, I was almost going to write, all the rum shops in the State, but I will modify this by saying, that many of the instrumentalities used for the suppression of intemperance are exceedingly hurtful to the cause, and tend to retard its progress. Your true reformer is not a fanatic, but a conservative. We have too many Quixotic apostles of temperance in Maine, but I fancy such knight errants have had their day. The most they can do is to beat windmills hereafter, if I am not mistaken in the signs of the times. Educate the people properly in a life of sobriety, commencing when they are young, stamp out all sumptuary laws, and do not take any step that does not commend itself to

the sober judgment of the intellectual masses in the promotion of temperance."

I shall now conclude my extracts, and these observations, with a leading article from the Portland "Argus," the principal object I have in view being to prove that however glowing and satisfactory the reports given by the prohibition party are made to appear, yet there is, at the same time, a very large party not only in the State of Maine but out of it, who do not believe in a prohibition law, and who think that the true cause of temperance is more injured than benefited by it.

"Zeal cannot make up for lack of wisdom, nor good intentions become an equivalent for sound views. Prohibition is on trial. Its opponents say the trial proves its failure; they present facts going to show this. What is the reply? Assertion that it is not a failure, and personal attacks, often gross abuse of those who deny the efficiency of prohibition as an aid to abstinence from intoxicating liquors.

"We respectfully submit that this is not the way to satisfy the public (a large portion of whom would gladly believe prohibition a panacea for intemperance, but can't; and a smaller portion who would not if they could) of the merits of this agency in temperance reform; and our attention has been directed to the subject at this time by articles which have recently appeared in English journals, vigorously assailing Mr. Murray, British Consul at this port, for language used in his official report to his Government, in reference to the results of prohibition in Maine, an extract from which report was copied into English journals.

"Now what are the facts in regard to Portland? We have resided in the city for some thirty years, and we well recollect what public sentiment and the habits of the people were in 1844, 1845, and 1846 in regard to temperance, and we regret exceedingly to say, but truth compels it, that there has not been improvement in either respect since. On the contrary, there has been in our judgment a retrograde in both respects. And this is not all. The exhibitions of drunkenness in the streets are frequent and most repulsive. This we attribute, not perhaps to more liquor drunk, but to the poisonous and crazying qualities it contains, causing it to more speedily intoxicate, and entailing consequences upon the victim vastly more serious than intoxication resulting from pure liquors.

"And what is worse, our views in this respect are sustained by facts. We have not the records of arrests for drunkenness in this city earlier than 1853, but we have them for that and several years following. They show the number of arrests for drunkenness to have been in—

1853	297
1854	202
1855	293
1857	508
1859	448

"The records of later dates show the number of arrests for drunkenness to have been in—

1871	1,770
1872	1,622
1873	825
1874	2,400

"These figures include arrests for simple drunkenness, drunkenness

and disturbance, and as common drunkards, for the municipal years ending with March of each year named. Compared with the record of 1853 and following years, the contrast is as remarkable as it is unpleasant to contemplate. What are the causes of public intoxication so out of all proportion to the growth of the city? We do not propose to discuss this question here and now, but we do suggest that it is one which deserves the careful candid study of every well wisher of his race, and of the progress of temperance among us."

Portland, February, 18, 1875.

SAN FRANCISCO.

Report by Consul Brooker on the Trade and Commerce of California for the Year 1874.

THE exports of gold and silver the past five years have been as follows:—

Year.	Eastern Ports of the Union.	England.	China.	Other Ports.	Total.
	£	£	£	£	£
1870 ..	2,688,660	1,958,130	1,099,370	850,470	6,596,630
1871 ..	4,068,915	636,968	688,642	513,603	5,908,128
1872 ..	1,300,010	452,460	1,495,370	2,948,080	6,195,920
1873 ..	3,459,580	133,422	1,267,070	622,955	5,483,027
1874 ..	4,137,925	36,951	1,664,935	196,315	6,036,126*

The description of the exports is given in the following table:—

	£
Gold bars	659,171
Silver bars	1,898,544
Gold coin	2,169,912
Mexican dollars	450,668
Trade dollars	803,704
Gold dust	16,442
Currency	26,000
Silver coin	11,685

The receipts of treasure in this city through the express company, comprizing all not brought by private hands, were:—

	£
From northern and southern mines	6,924,266
From north-west coast	441,242
From southern coast	120,292

The following table gives the destination and value of our exports by sea, other than treasure, for the past five years:—

To	1870.	1871.	1872.	1873.	1874.
	£	£	£	£	£
Atlantic ports of Union	862,245	764,940	1,112,765	585,865	825,853
Great Britain	1,637,790	728,815	2,189,350	4,258,156	3,408,263
Australian Colonies	30,600	40,120	59,195	60,825	83,044
British Columbia	97,850	131,430	149,740	131,820	154,963
China	238,020	336,213	277,560	313,813	361,767
Japan	106,150	105,970	199,500	143,132	141,050
Hawaiian Islands	131,135	114,050	97,500	86,425	90,699
Mexico	179,055	220,493	236,485	250,860	228,584
South America	112,015	119,695	149,360	96,163	76,027
Other countries	174,870	228,508	287,335	304,985	314,800
Total	3,569,630	2,790,234	4,758,700	6,232,044	5,685,050

* Exclusive of what was sent east by mail.

In addition to the above, the following goods, of which no record of value is kept, were sent east by railroad :—

	Lbs.
Alfalfa seed	3,453
Abalone and other shells	9,100
Barley	689,117,300
Butter	438,763
Borax	20,611
Beans	101,930
Base metal and bullion	42,786
Coffee	212,253
Cotton	3,475
Canned goods	1,189,170
Copper ore	532,776
Cocoons	20,732
Clothing and woollen goods	31,405
Cigars and tobacco	29,048
Dried beef	20,275
Fruit, green	5,329,635
,, dried	1,146,141
Furs and skins	1,698,298
Flour	197,315
Glue	340,750
Giant powder	25,931
Honey	472,908
Hops	1,041,528
Hides and pelts	1,149,306
Ivory	23,501
Leather	775,278
Lead and silver bars	40,063
Lumber	2,189,150
Machinery	663,763
Malt	2,177,555
Matting	143,135
Mustard seed	159,120
Mustard	20,275
Merchandize (undescribed)	10,193,070
Nutmegs	28,741
Oil	113,335
Ore	13,010
Powder	347,069
Pepper	95,739
Quicksilver	448,223
Rice	300,155
Silk	275,021
Salmon	6,434,661
Sugar	60,259
Tea	12,788,786
Vegetables	344,511
Wine	5,605,060
Wool	32,921,752
Whalebone	333,805

Nine-tenths of the foregoing were sent from San Francisco.

The principal articles of home produce exported by sea, except grain and flour, have consisted of—

	Value. £
Lumber	38,400
Hides	117,670
Borax	58,890
Leather	36,840
Ores, of various kinds	25,945
Quicksilver	143,935
Salmon	234,655
Skins and furs	24,530
Wine	80,840
Wool	138,465

The following table gives the average cost, free on board, including freight to England, of wheat, for the different months of the year :—

	Per Imperial Quarter. £	s.	d.
January	3	5	4
February	2	19	7
March	2	18	9
April	2	16	10
May	2	16	4
June	2	12	5
July	2	11	4
August	2	8	6
September	2	6	0
October	2	4	6
November	2	4	7
December	2	6	0

The total exports in the past year of grain and flour, consisted of 8,070,868 centals of wheat, 912,269 of barley, 78,286 of oats, and 579,380 barrels of flour, of which 7,962,031 centals of wheat, and 275,867 barrels of flour were shipped either direct to Great Britain or to Cork for orders, with the option of a continental port. At the end of the year, it was estimated that there was on hand for shipment, over 300,000 tons of wheat. The following extracts from the annual and semi-annual report of the leading grain broker, furnish a comprehensive review of the trade :—

"July 1st, 1874.

"The receipts of grain and flour at the port of San Francisco, during the harvest year just closed, are exhibited in the annexed table, which covers the same during each harvest year since 1861-2.

"Receipts of Grain and Flour (California products only) at the port of San Francisco.

	Wheat.	Barley.	Oats.	Flour.
	100-lb. sacks.	100-lb. sacks.	100-lb. sacks.	Barrels.
From June 30, 1861, to July 1, 1862 ...	1,451,465	612,014	343,808	111,269
,, 1862, ,, 1863 ...	1,890,777	435,945	172,896	149,825
,, 1863, ,, 1864 ...	1,843,840	623,266	304,504	99,298
,, 1864, ,, 1865 ...	509,163	415,944	255,839	61,670
,, 1865, ,, 1866 ...	2,142,212	998,724	320,769	166,843
,, 1866, ,, 1867 ...	5,218,536	770,664	327,954	300,397
,, 1867, ,, 1868 ...	5,041,194	702,105	337,177	206,176
,, 1868, ,, 1869 ...	6,341,383	626,855	284,399	207,980
,, 1869, ,, 1870 ...	6,565,066	755,361	317,920	171,108
,, 1870, ,, 1871 ...	4,780,253	760,956	317,506	120,913
,, 1871, ,, 1872 ...	2,395,008	794,693	384,085	146,749
,, 1872, ,, 1873 ...	11,148,500	1,095,309	237,450	228,990
,, 1873, ,, 1874 ...	8,073,291	1,211,062	252,516	470,631

"In addition we received from Oregon 385,430 centals of wheat, 3,096 centals of barley, 146,027 centals of oats, and 141,556 barrels of flour, and some 200,000 centals of wheat from Utah Territory. Our total receipts therefore foot up 8,658,721 centals of wheat, 1,214,158 centals of barley, 398,543 centals of oats, and 612,137 barrels of flour.

"Our exports during the same period have been 7,289,278 centals of wheat, 599,109 centals of barley, 26,617 centals of oats, and 674,698 barrels of flour, and for each year since 1861, as follows.

"EXPORTS of Grain and Flour from the port of San Francisco.

	Wheat.	Barley.	Oats.	Flour.
	100-lb. sacks.	100-lb. sacks.	100-lb. sacks.	Barrels.
From July 1, 1861, to June 30, 1862 ...	775,553	132,805	149,822	82,601
" 1862, " 1863 ...	1,159,748	30,424	39,511	141,488
" 1863, " 1864 ...	984,941	42,292	85,951	158,225
" 1864, " 1865 ...	23,818	8,104	4,511	52,424
" 1865, " 1866 ...	1,044,826	338,106	115,818	249,857
" 1866, " 1867 ...	3,642,505	166,212	88,414	485,493
" 1867, " 1868 ...	3,773,002	31,414	4,987	426,157
" 1868, " 1869 ...	4,373,213	91,880	22,499	459,923
" 1869, " 1870 ...	4,864,590	300,621	13,858	354,106
" 1870, " 1871 ...	3,583,124	132,095	12,508	194,763
" 1871, " 1872 ...	1,404,355	16,286	11,240	292,398
" 1872, " 1873 ...	9,835,571	226,922	5,401	264,529
" 1873, " 1874 ...	7,289,278	599,109	26,617	674,698

"Of the exports of the past year as recorded above, 13,607 centals of wheat, 362,028 centals of barley, 5,876 centals of oats, and 34,963 barrels of flour were sent by rail to States and Territories east of the Sierra Nevadas, which have not heretofore been collated in the weekly reports.

"*Wheat.*—The business of the past year has been marked by a number of strange features. In the first place the crop was very much under-estimated. The planting season of 1872–73 was all that could be desired, and a very large acreage was gotten into wheat; but during the spring of 1873 no rain fell, and when harvest approached complaints were heard from all parts of the State of very serious damage, if not absolute failure of crops. The newspapers took up the cry, and when the shipping season commenced it was quite currently reported that the yield would not exceed one-half of that of the previous year, which would leave no less than 300,000 tons surplus for export. The result shows that, after deducting what we received from Oregon and Utah, we exceeded this estimate nearly 40 per cent. This misapprehension about yield led to a series of mistakes in the business of the year. Freights were reduced to a figure at which ships could not afford to come here, while wheat was forced to a price far beyond its intrinsic value. Here the first losses commenced. Parties had sold wheat for future delivery in Liverpool at what appeared good prices, and had chartered vessels to transport the same; these had to fill their contracts at extreme prices for wheat, and with exchange badly against them. Others had chartered ships to arrive, at very high figures, expecting a still further advance, and were compelled either to re-charter at a serious loss, or to load their vessels with dear wheat and trust to an advance in Liverpool to bring them out. Such an advance seemed probable (although European quotations were then very high), and many cargoes were floated; but after January, instead of rising, the market there receded very rapidly, and our shippers were bitterly disappointed. The result was a quick decline in wheat here, and a partial rally in freights; but a new class of losses now occurred, for the farmers, who had in many cases refused 2 dol. 30 c. per cental for their wheat (expecting to realize 3 dol.—a figure their new advisers informed them would surely be reached), were unwilling to submit to the decline, and commenced shipping their wheat on their own account. The second loss was worse than the first, and the business of the year closed as unsatisfactorily as it commenced. Looking over the field with the light of experience to guide us, it is evident now that wheat should never have gone above $2\frac{1}{8}$ c. per lb., nor freights to Liverpool under 4*l.* per ton. Had those rates been maintained steadily we would

have gotten rid of nearly all our surplus before the English markets began to decline. Dear as the lesson proved to be, it could be borne with some patience were it likely to be utilized, but unfortunately there seems little probability that such will be the case. Already a band of charlatans, who unfortunately appear to have obtained control of the press, are ventilating new dogmas of trade, urging farmers to cease their legitimate calling to become merchants, prophesying that by leaving the old channels an agricultural millenium will dawn upon the State. The farmers themselves, eager for high prices, are only too easily deluded by this kind of claptrap, and unless wiser counsels prevail we may expect a recurrence of many of the blunders of last year. Turning from the past to the present and future, we have the promise of the finest wheat crop that California has ever produced. The season has been everything that could be desired both for planting and growing, and now that the harvest is at hand the whole State appears a field of waving grain. How great the yield will be it is extremely difficult to calculate, but a surplus for export of 700,000 tons seems certainly within the bounds of probability. This would give us a total yield of about 31,000,000 bushels. Unfortunately, we cannot expect to realize very high prices for this crop; the immense plant of wheat all over the world, and the promise of abundant harvests throughout, preclude that; but still the aggregate amount realized to the State will foot up many millions of dollars, while the prolific yield of our soil will, even with moderate prices, make the crop fairly remunerative to our farmers. We only hope that they will not be led astray by the high-flown theories of newspaper philosophers, but will meet the market fairly, allowing ship owners a proper return for their enterprise and risks, and bearing constantly in mind that it will require the steadiest and most earnest co-operation on the part of all interested to get the crop out of the State before that of 1874–75 begins to come to hand.

"New wheat is coming in very slowly, the harvest being somewhat late, and present prices affording no particular inducement for farmers to go to an extra expense to hurry forward their grain. The samples that have reached us so far have not been as clean as we would have liked to have seen them, but we do not think they represent the general crop, the character of which we have every confidence will be satisfactory. New wheat commands 1 dol. 70 c. per 100 lbs.; freights to Liverpool are 4*l.* per 2,240 lbs.; English limits, 2*l.* 12*s.*, cost, freight, and insurance, for prompt shipment, which, with exchange at 4*s.* 1⅞*d.*, means a stoppage of business until a change of some kind occurs.

"*Barley.*—As will be seen by reference to our statistical tables, our exports of barley during the past year have been nearly three times as large as during the preceding twelve months, and nearly twice as great as during any similar period since we commenced shipping this description of grain. This result was brought about by the failure of the crop in Canada and the North-western States, which caused a demand for shipment by rail to the Mississippi Valley, and even to the Atlantic seaboard, by which we were relieved of over 360,000 centals. Our last crop was a good one, both in quantity and quality, and, had it not been for this extraordinary call from our friends across the continent, prices would have rated extremely low during the entire spring. As it turned out, our exports netted over 1,000,000 dol., and the crop consumed here represented a value of probably 4,000,000 dol. more. Our early exports were, as usual, principally to South America, supplemented by a few cargoes to New Zealand, and shortly afterwards, some shipments were made to England, entirely of Chevalier, the bulk of which, sub-

sequently, found its way to New York. These demands, however, were entirely filled, and the new year found us with large stocks and no prospects of relief, when the appearance of buyers from Chicago and other western cities altered the face of affairs completely, and relieved farmers of what must have been a very heavy load. The present crop will undoubtedly prove a large and extremely fine one; but whether we can hope for further relief from the same quarter remains to be seen. It is pretty well ascertained that South America will call on us for very little this season, and the demand from Australia and New Zealand does not promise to be large. With freights as high as they are likely to rule, we can do little with Europe, even were our barley in demand there, which it is not. At the same time the high rate of freight to Chicago and St. Louis, by rail, operates very seriously against us in that quarter, and we have yet to see whether the western people will take our grain in any quantity at a charge for transportation of 30 dol. per ton. Our own impression is, that except in times of absolute scarcity, we can look for but little business that way, and the chief value of the export of last season will be to familiarize the minds of brewers and distillers there with the idea of getting barley from California, and to impress upon their minds the fact, that, for a certain price (although perhaps a high one), there is a source of supply of good grain on the Pacific coast. The amount of new barley that has so far come to hand is inconsiderable, but quite sufficient to depress the market materially. Sales of feed have been made below 1 dol. per cental, and it cannot be long before the market retires to 80 c. Old feed is dull at 1 dol. 35 c. to 1 dol. 45 c., and old brewing at 1 dol. 70 c. to 1 dol. 75 c. per 100 lbs.

"*Oats.*—The new line of steamers to Australia calls for some few hundred tons to make freight, but outside of that our foreign demand amounts to nothing. Old samples are dull of sale at 1 dol. 50 c. to 1 dol. 75 c. per cental. New grain will not appear in market until late in the present month. The coming crop promises to be an excellent one, both in quantity and quality.

"*Flour.*—The increase in our exports of flour has been one of the most striking features in the business of the past year. During the years 1867-8-9, our millers had a good trade with New York and Rio Janeiro, which, added to the usual business with China and Pacific ports generally, swelled our exports in each year to over 450,000 barrels. Since 1869, the foreign business has declined, and in no one of the following three years did we export 300,000 barrels. During the past twelve months, however, no less than 674,000 barrels were sent away, nearly one half of which went to England. It would be gratifying if we could confirm the impression that prevails very generally here, that this demand arose legitimately from the superior quality of our flour, but such, unfortunately, was not the case; the price of meat was so high all through the season, that it was with great difficulty that orders were filled; but flour was, throughout, relatively cheaper than wheat, and, consequently, could be used in many cases where wheat could not. France, too, which in ordinary years supplies England with large amounts of flour, was all through the last year an importer instead of an exporter, so that room was left for outside sources of supply. For these reasons we can hardly look upon our trade with England as fairly established, and, indeed, from the difficulties that have attended the distribution of our flour among consumers there, we doubt if there will be much call for it during the coming season; still the knowledge that California furnishes a basis of supply in time of need has been widely diffused by the shipments

of the past season, and in that way good will have been done. The shipments to Europe consisted of very high grades. Those to China, which were the next in importance, of superfines as usual, that grade being the only one cared for by the Chinese; apart from these, the business shows little change from that of the past two or three years. At the close, we quote superfine in half and quarter sacks, 4 dol. 75 c. per barrel; extra superfine 5 dol.; extra Baker's 5 dol. 25 c., with a very moderate demand, and a probability of lower prices, as the season advances.

"*Wheat.*—Receipts of Wheat—

	100-lb. sacks.
From July 1st to December 31st, inclusive ..	6,590,306
During same period last year	6,030,640
„ „ in 1872	7,142,020

Exports of wheat—

	100-lb. sacks.
From July 1st to December 31st, inclusive ..	5,490,810
During same period last year	4,709,220
„ „ in 1872	5,353,541

"The receipts from Oregon (which are not included in the above) have been trifling, amounting to only 5,213 centals. The business of the past six months has been large, the exports exceeding those of any previous year, but it has been by no means a profitable one. The change in the English market from one of high prices to under-rate, if not absolutely lower ones, was very sudden, and our farmers found it difficult to reach it; and, accustomed as they had become to very remunerative prices, to ones which left but a small margin over the cost of production, they have been reluctant sellers throughout the entire season. So far the policy they have pursued has not proved good, and in view of the extreme apathy of English buyers, it is doubtful if those who have held their wheat will do any better in the spring. The requirements of Great Britain will not improbably exceed the first estimates, but with the large surplus available in the neighbouring countries of Europe, and the large crop of the Atlantic States of America almost untouched, any rise in England would be met and checked long before the remainder of our surplus could be brought into competition. The crops of Chili and Australia, too, will be floated rapidly from this time out, and these will naturally fill any demand for white wheats that otherwise might benefit California. The present planting season in this State has been all that could be desired, and the winter rains having set in nearly six weeks earlier than usual, a very large breadth of land has already been planted. Should we be favoured with good spring rains, we may expect a large increase on the yield of last season, which was materially shortened by a dry spring. The market, as we write, is quiet but strong, the farmers beginning to show some anxiety about the weather; but an inch or two of rain within the next fortnight would set a large amount of wheat free, and predispose holders throughout the State to meet the market. The offerings at present are very light, and good shipping parcels cannot be quoted under 1 dol. 60 c., to 1 dol. 65 c. per 100 lbs.

"*Barley.*—Receipts of Barley—

	100-lb. sacks.
From July 1st to December 31st, inclusive ..	919,850
During same period last year	740,800
„ „ in 1872	685,910

Exports of barley--

	100-lb. sacks.
From July 1st to December 31st	506,636
During same period last year	193,476
„ „ in 1872..	165,459

"In addition to the above we have received 2,632 centals from Oregon. The large increase in the exports noted above was caused by the fact of the demand for the Atlantic States and the Mississippi Valley commencing much earlier this year than last. In the fall of 1873 only a few hundred tons went over the railroad, but immediately after new year the movement commenced, and continuing until upwards of 350,000 centals had been moved away. This year the business is closing up about the time it then opened, and the shipments of the next six months will necessarily show a heavy falling off, compared with those made in the spring of 1873. The barley crop of this year was a good one, both as regards yield and quality, and the business done, has been a satisfactory one in every respect. The stock, which was at the completion of harvest thought to be excessive, has been absorbed at good prices, and the amount remaining in the State at present is not more than our own requirements demand. The farmers are much encouraged by the result of the last two crops, and are putting in a large breadth of land. The market, as we write, is very firm. Feed is worth 1 dol. 30 c., and brewing 1 dol. 50 c., at 1 dol. 55 c. per 100 lbs., with a strong demand. The stock of chevalier is about exhausted.

"*Oats.*—Receipts of Oats—

	100-lb. sacks.
From July 1st to December 31st inclusive ..	216,126
During same period last year	175,530
„ „ in 1872..	189,410

Exports of oats—

	100-lb. sacks.
From July 1st to December 31st inclusive ..	53,149
During same period last year	1,480
„ „ in 1872..	1,970

"Received from Oregon (not included in above) 85,335 centals. The increase in exports this season is due entirely to a demand from Australia, the execution of which was rendered possible by the easy freights accepted by the steamers. The business in oats is of little or no interest outside our own borders, so there is no call for extended comment on it. The crop was an ordinary one, if anything rather beneath the average, and the price has been kept down continually by receipts from Oregon, which were thrown on the market immediately on arrival. There is, however, a stronger feeling manifested at the close, and really choice parcels command 1 dol. 75 c., to 1 dol. 85 c. per 100 lbs., the latter an extreme figure.

"*Flour.*—Receipts of Flour—

	Barrels.
From July 1st to December 31st, inclusive ..	235,218
During same period last year	259,912
„ „ in 1872	120,847

Exports of flour—

	Barrels.
From July 1st to December 31st, inclusive ..	225,900
During same period last year	321,218
„ „ in 1872..	113,980

"Received from Oregon (not included in the above) 27,429 barrels. The above shows a falling off both in receipts and exports, caused by the decreased demand for our flour in Great Britain. During periods of high prices there and here, we can frequently export flour to better advantage than wheat; but when bread is cheap in England, buyers will always prefer to import wheat. Our home consumption of flour has increased largely of late years, as the population has filled up, and the millers generally have done a satisfactory business. Whenever, by opposition lines of steamers or high freights ruling there, our facilities for export to China are increased, we may look for a large accession to our exports of flour that way. At the close we quote superfines (in cloth), 4 dol. 25 c. per barrel; shipping extras, 4 dol. 50 c.; baker's extras, 4 dol. 25 c."

Tonnage Engagements.—A great number of ships have during the past two years been chartered before arrival, and in 1874, in anticipation of our having an unusually large quantity of wheat for export, very high freights were paid, varying from 3*l.* 17*s.* 6*d.* to 4*l.* 10*s.* per ton for Great Britain; the result has been most disastrous, freights in July averaged 3*l.* 18*s.*; in August, 3*l.* 13*s.* 6*d.*; September, 3*l.* 1*s.* 3*d.*; October, 2*l.* 19*s.* 6*d.*; November, 2*l.* 11*s.* 10*d.*; December, 2*l.* 16*s.*; at the close of the year 3*l.* was the nominal rate, but no charters could be effected except at a considerable reduction upon that quotation. The serious decline in November is to be attributed in a great measure to the failure of a mercantile house, who had chartered over 80 large ships at the highest rates; the ships in port unloaded, and those arriving after, were thrown on the market, and the farmers took advantage of it to raise the price of wheat, which prevented orders being filled unless the reduction in freight was about equivalent to the increased cost of wheat. Of the ships chartered by houses unable to fulfil their engagements, 38 were British, many of which had come in ballast from the Red Sea, New Zealand, and the East Coast of South America. On the 31st December there were nearly 60,000 tons of disengaged shipping in port, and more than that known to be on the way.

The engagements at this port the past five years have been as follows:—

Freights.	Registered Tons.				
	1870.	1871.	1872.	1873.	1874.
Grain	147,778	54,349	252,127	341,711	305,510
Timber	44,989	31,287	65,689	24,811	38,528
Guano	26,859	13,191	10,292	3,842	16,018
California assorted ..	12,016	10,308	7,012	4,325	129,333
Miscellaneous ..	40,159	31,461	13,702	7,682	19,158

Wool.—The receipts in San Francisco, during the several months of the year, were as follows:—

	Bags.
In January	1,226
February	429
March	967
April	15,622
May	32,962
June	7,483
July	3,224
August	3,607
September	13,806
October	23,873
November	8,782
December	921
Total	112,922

Of which there was—

	Lbs.
Spring wool, 61,112 bags, weighing	18,639,160
Spring wool sent by railroad, east, direct from the interior	1,998,116
Bought by country factories	425,000
Total spring production	21,062,276

There was received of—

	Lbs.
Autumn wool, 51,810 bags, weighing	16,371,960
Autumn wool sent by railroad from interior	593,545
Bought by country factories	120,000
Total fleece wool	38,147,781
Pulled wool shipped from San Francisco	1,211,000
Total production of California	39,358,781

The production of last year exceeded that of 1873 by 7,192,612 lbs. of 1872 by 15,042,313 lbs.; and of 1871 by 15,960,593 lbs.

	Lbs.
Last year there was sent east by railroad	32,020,228
Shipped by steamer viâ Panama	3,117,750
Shipped by sailing vessels	950,723
Total exports	36,088,701

Value of wool exported 1,636,400*l*. The stock on hand at the close of the year was 6,458,000 lbs. The spring clip was above the average of several preceding seasons in staple and condition. Southern wools especially were remarkable for their good condition and comparative freedom from burr. In the wools from other sections the improvement was less marked. The autumn clip has not been equal to that of 1873. The condition has been poorer in consequence of sheep farmers having bred more for fine heavy wool than formerly, which naturally retains more dust than open wool of a coarser fibre. The fact, also, of valley lands having become too valuable for sheep raising, has driven the flocks into the mountain districts, were more seeds are found, and consequently very little autumn wool is now free. The demand throughout the year has been for wools of good staple. Southern wools in the spring met with ready sale, because the length of the staple was thought to more than counterbalance the burrs they contained. Short-stapled fine wools are the last to move as they are only suitable for a few kinds of manufacturers.

The widespread introduction of merino blood into the flocks of the

State is now making its effect apparent in the increased amount of short, fine, heavy wool. Such wools are not suitable for fine goods, because the staple is too short, and they are usually defective. For common goods they are too expensive, as the shrinkage is heavy on account of the quality, and the staple is also too short. Long stapled wools of medium grade are in demand during spring and autumn, and it is to the production of such descriptions farmers should turn their attention, if they want to have their wools meet with ready sale. The agitation now going on for revision of the tariff on wools and woollens should cause wool growers to pay attention to the wants of consumers. As the wool product of the State increases, the time in which it is disposed of becomes longer, so that in future this market will seldom be entirely bare. The stock of autumn wool in store at the beginning of the year was unusually large. An active demand, which continued during January and February, was sufficient to take nearly all of it, so that when spring wool began to arrive it came upon a bare market. The first receipts of the spring clip were so superior to the preceding year in condition, staple, and freedom from defects, that they were taken quickly at prices considerably above the rates of the year before. The scarcity of foreign and domestic wools in the eastern markets turned the attention of consumers to California for supplies until other domestic wools should arrive. The presence of an unusually large number of Eastern buyers, caused an active competition, and prices gradually advanced throughout the season. Although the production was larger than ever before, and was brought into market more quickly than usual, there was no accumulation except from the inability of packers to forward the wools. The shipments east during April and May, largely exceeded that of any previous year during the same time. By the middle of June very little wool remained to be marketed. Autumn wools began to arrive in September, and at first met with ready sale. The market gradually advanced to the point of restricting operations, while at the same time the condition of the Eastern markets was unfavourable. Wools began to accumulate, and this continued until stocks were larger than ever before. During the past month a demand has sprung up, and supplies have been somewhat reduced, but they are still greater than usual. The large amount of autumn wool this season has astonished everybody. It shows that the farmer, expecting good prices, has shorn every sheep, and that is the reason that our autumn wool this year has given so little satisfaction, the bulk of it being short in the staple, full of earthy and vegetable substance, thereby rendering it unfit for most purposes in manufacturing. In addition to this fact, the failure of some of the manufacturers who used most of these wools will account for the large quantities of autumn on hand at this date. It is therefore established beyond a doubt that it behoves our wool-growers here to shear as little autumn wool as possible, and to pay more attention to staple and condition of the spring clip, as good stapled and well conditioned wools find a ready market at all times, while short, faulty wools are only taken up when nothing else can be had. Australia and South America raise better fine wools than California, and can afford to sell their production at lower rates. Wools of medium quality are in better demand, and are in smaller supply. To raising such descriptions the grower here should turn his attention. As land becomes more valuable it will pay the farmer to grow only such descriptions as will sell readily, and bring a good return.

The value of foreign merchandise imported into San Francisco by sea is given below:—

From—	Free.	Dutiable.
	£	£
Great Britain	30,165	1,127,364
British North American colonies ..	316,148	64,043
Australian colonies	13,388	115,360
Spanish possessions	2,640	233,619
Germany	6,135	103,796
France	5,853	491,771
French possessions	26,261	7,590
China	405,200	517,930
Japan	910,100	19,938
Mexico	791,524	48,120
Hawaiian Islands	28,820	151,177
Central America	451,223	32,090
British East Indies	765	18,427
Peru	9,754	20,403
Dutch East Indies	16,128	52,337
Chili	3,616	12,199
Other countries	11,997	264,810
Total	3,029,716	3,280,969

Teas.—The following exhibit gives the comparative imports into San Francisco for the three past years:—

	1872.	1873.	1874.
	Lbs.	Lbs.	Lbs.
China..	1,290,519	865,065	1,751,610
Japan..	2,349,648	2,893,836	6,277,960
Total	3,640,167	3,758,901	8,029,570

	Lbs.
Overland shipments in 1873 ..	12,726,465 gross.
„ „ 1874 ..	11,779,156 „

	Lbs.
Exports, 1872	320,871
„ 1873	199,519
„ 1874	189,764

The commencement of 1874 found the importers throughout the United States with unusually large stocks of all descriptions. Owing to this large supply and the heavy losses of the previous season, importations have been measureably less than for some years past. For some little while past, in anticipation of a duty being imposed by Congress, the market was well sustained; but as this expectation slowly faded from view, prices gradually returned to their former unsatisfactory level. For new Japans of medium to choice grades, fair figures for the most part have been realized; but old crop—green, Japans, and Oolongs—have only been placed at very severe losses. While upon the whole the business of the year may be said to have shown a decided improvement upon its immediate predecessor, still it has been far from realizing the expectations of importers. Early in the year 1874, as announced, the Pacific Mail Steam Ship Company severed its connection with the Pacific railroads, and up to this time the teas

by its vessels have gone through from China and Japan, to New York, by water viâ Panama. The steamers of the China Trans-Pacific Steam Ship Company made six trips across the Pacific, and delivered here to the railroad about 5,000 tons of teas for overland carriage. These teas reached New York by rail in from eleven to fifteen days from this city, while those from here viâ Panama occupied in transit in the vicinity of thirty days. In September last the two steamers of the China Trans-Pacific Steam Ship Company, Limited, were chartered by the Pacific Mail Steam Ship Company, as it was found impossible to run them profitably separately, owing to the very low rates of freight and passage which they were forced to accept on account of the keen competition. I feel compelled to notice here that, with the advent of the line of British iron screw steam ships, the time between the Orient and this port has been very materially shortened. The "Vasco de Gama" has made two passages from Yokohama to San Francisco in less than seventeen days, the fastest time on record. This, with the rapid railroad transit, has clearly demonstrated the fact that teas viâ San Francisco can be landed in New York in less than thirty days from Japan. Some months since there was incorporated here the Oriental and Occidental Steam Ship Company, for the purpose of running a line of steam ships from China and Japan to this port in connection with the trans-continental railroads.

Notwithstanding the telegrams which have from time to time appeared in the public prints, to the effect that several steam ships have been chartered for this service, and that the line is to go into operation at once, I must confess to a large amount of incredulity regarding the same, and rather incline to the opinion that the project has been floated to "bear" the Pacific Mail Steam Ship Company's stock, or to force them to a compromise with the railroads. While therefore stating my unbelief in the establishment of any line by the railroads, I confidently look for the charter of many independent steamers during the coming tea season by private parties in China and Japan to bring here teas for carriage by rail to New York. In this connection I desire to note the great increase in the quantity of steamer-shipped teas, not only viâ this port but viâ the Suez Canal, to the Atlantic States and England. The epoch of shipping teas by sail seems to be rapidly passing away.

The Japan season opened very early last year, the first new teas reaching us here about the middle of May. With respect to Japan teas, I may remark that throughout the Atlantic and Western States the trade show a decided preference for those teas that approach in colour to fine breaks of Moyune greens. This peculiar appearance or bloom is easily given to them, and if not improperly done is in nowise prejudicial to health, as is the case with some of the high-coloured, low grades of Pingsueys.

I think that we may fairly claim a marked increase in our sales to Chicago and other distributing points in the Great West. Some of our importers have regularly appointed agents at these centres, and their sales approach in magnitude those of their principals. Some have also adopted the custom prevailing in the East, and have sent out agents who have scoured the country from Alaska on the north to Arizona on the south, and who have not stopped on this side of the Rocky Mountains.

In giving a retrospective glance at the business of the past year I must notice the further falling off in the importation of Shanghai greens. The quantity received here is quite trifling, and they appear to have passed quite of use on this coast, except in some portions of

the adjacent Territories. As in former years, the business in Canton scented teas remains in the hands of the Chinese, who can procure them cheaper than others in China, and who are satisfied here with a much smaller profit. But very little has been done in basket teas, and prices obtained for the most part have not been satisfactory. Country Oolongs and Souchongs have been received here as usual by the regular importers. A fair business has been done in them, but not a largely remunerative one. Of Formosa and Amoy Oolongs we have had few or no importations. As in former years, by far the largest business has been done in Japans; they seem to increase in favour every season, and threaten in the future to completely overshadow all other descriptions. While prices during the year have generally ruled uniformly even, at the close I have to note some speculation, caused by the possibility of a duty being placed upon teas by the present Congress. The trade sale of 4,000 packages on the 7th instant was well attended, and passed off with some success, prices obtained showing an advance upon the last offering. Doubtless higher figures would have been realized were it not for the present mining stock excitement, which in a great measure distracts attention from mercantile business.

This report would not be complete was I not to chronicle the unfortunate loss by fire of the Pacific Mail Steam Ship Company's steamer "Japan" on the coast of China last month. By telegraph we learn that the German steamer "Altona" has been chartered to take her place, sailing from Yokohama for this port on the 6th instant, so that we shall not suffer for our usual supplies of teas.

Coffee.—The imports of coffee for the past five years have been as follows:—

From.	1870.	1871.	1872.	1873.	1874.
	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.
Central America ..	35,726	83,800	93,045	98,803	88,293
Batavia	77	5,067	7,580	4,348	6,450
Manilla	2,696	5,911	9,120	1,343	4,250
Brazil	16,481	7,388	..	..	745
Hawaiian Islands ..	1,378	744	263	2,451	390
Ceylon	..	..	4,085	..	..
Total	56,358	102,910	114,093	106,945	100,128

The consumption for the Pacific States and Territories is estimated to have been 83,750 cwt. The prices ruling throughout the year have been unsatisfactory in view of the excited state of the Central American markets, when purchases were made. The shipments during the year by railroad to points east of the Rocky Mountains, amounted to only 8,273 cwt., against 36,627 cwt. in 1873.

Sugar.—The imports for five years have been as follows:—

From.	1870.	1871.	1872.	1873.	1874.
	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.
Manilla	59,931	86,500	198,770	118,194	297,125
Hawaiian Islands ..	103,312	125,170	99,610	96,707	121,118
Peru	90,612	95,898	57,056	5,465	9,800
Batavia	39,415	78,324	128,101	94,764	28,934
Central America ..	16,697	18,035	38,192	19,926	45,150
China	13,536	30,894	211,340	141,645	147,022
Tahiti	1,505	630	333	..	..
Mexico	1,385	6,077	7,725	10	60
Total	326,393	441,528	741,127	476,711	649,209

Early in the year past, competition between the local refiners was pretty sharp, and prices fluctuated very considerably. Low grades accumulated, and were quite a drug during the entire year at low and nominal prices. Of Hawaiian, a large proportion of last year's imports was in bags or mats, dark and inferior.

In the first few months of 1874, the refining grades were freely bought, but for the last half of the year they were sorely neglected, the imports of China and Manilla raws supplanting their use by the refiners. A large portion of the raws used by the refiners of late years has been by direct importation, they only buying in the open market when forced to do so, or when offered to them at very low figures. The large and steadily increased consumption of sugar on this coast, will, no doubt, in the future, open a wider door than heretofore, for consignment to this coast of medium grades. The business of importing low grades of Formosa and Amoy, has not been attended with satisfactory results, making too much syrup to be profitable, in view of the Custom-house classification, and the comparative high rate of duty placed thereupon. It should be remarked here that an active growing demand for all high and medium grocery grades of Hawaiian and Peruvian, has existed all through the year, and strictly No. 1 sugars have at all times ruled nearly up to golden "C" or yellow refined. The year closed with comparatively a large stock of raws in warehouse. Early in the autumn season, the "San Francisco and Pacific Refinery," as also the "Golden Gate," closed operations for the season, leaving the "Bay" and "California" alone in the field. These two refineries have, however, a capacity to supply even the entire consumptive wants of the Pacific slope. We have at this date about 5,000 bales China grocery grade, belonging to the Hong Kong refineries; part of this has been held here for nearly two years, the low rates ruling for home refined preventing its sale advantageously. Our stock of Hawaiian grocery grades is exceedingly small, while there is considerable old crop island in bags of low grade. Not a little of this Hawaiian raws in bags has been repacked here with kegs to make it saleable, or to work off surplus stocks. The impression prevails, that refiners have but moderate stocks of white refined on hand, yet taking orders and supplying the market freely, and this they intend to do in the future, keeping prices down to conform to those of New York and St. Louis, and thus prevent eastern supplies of crushed from being shipped to this coast. This policy will no doubt be very closely followed in the future, as it has been in past years. The population of the State, and I may add of the Pacific Slope, is rapidly augmenting, and we may reasonably expect a largely increased consumption of sugars in 1875. Thus far in the history of the State, beet sugar has cut but a small

figure; in the year passed, very little was offered in the market, although some was sold at Sacramento from their local sugarie. It is said that the Soquel Beet Sugar Company will plant the coming season, 1,700 acres in beet, being 700 more than last year. The Sacramento Beet Sugarie will plant from 1,700 to 2,000 acres of beets, the coming season.

Metals.—The imports for the past year have been as follows:—

Articles.		Quantity.
Iron, pig	Tons	8,414
„ bar	Bars	118,571
„ plate	Packages ..	21,642
„ unions	Bundles ..	2,418
„ „	Cases	771
„ „	Packages ..	1,396
Tin plates	Boxes	80,253
Steel	Cases	1,271
„	Bundles ..	11,246
Sheathing metal	Cases	775

The value of the imports received direct from place of production, amounted to 175,960*l.* The manufactured iron trade is controlled by a few houses who have done a profitable business throughout the year. The following review of the pig iron trade, is taken from the annual report of the principal broker:—

"The monthly quotations given below will show a marked fluctuation during the year. The extremely low prices in May, were caused by a forced sale of 600 tons of different brands, which were offered on the market for over two months, causing a decline from 45 dol. to 35 dol. per ton. Upon the disposition of this, the market rallied, and gradually advanced. The consumption of this year shows an excess of 5,694 tons more than 1873, caused by extensive buildings being erected here, and large quantities of mining machinery being shipped inland. The importations as shown below, vary but little from 1873. Oregon has shipped to San Francisco, 1,404 tons of soft iron of home production. This iron is said to be improving in quality. There have also been large importations of American soft iron during the year, the consumption of which some of the leading foundrymen favour very much. There has also been melted during the year about 600 tons of shot and shell, not enumerated in the annual consumption below of pig iron. Large purchases of Scotch iron have been made 'to arrive' for 1875 delivery, at from 38 dol. 50 c. to 45 dol. per ton for soft, and 36 dol. to 43 dol. for white; American soft has been sold at 40 dol. to 43 dol. 50 c. 'to arrive,' already en route. The following will give the monthly quotations for 1874.

SCOTCH SOFT.

	Per ton.					
	Dol.	c.		Dol.	c.	
January	47	50	to	50	00	
February	49	50		46	50	
March	44	00		42	00	
April	43	00		40	00	
May	39	00		35	00	
June	38	00		42	00	
July	41	00		42	50	
August	45	00		46	00	
September	46	00		steady.		
October	46	00		steady.		
November	45	00		47	00	
December	46	00		50	00	

ENGLISH AND AMERICAN WHITE.

	Per ton.					
	Dol.	c.		Dol.	c.	
January	50	00	to	steady.		
February	49	00		50	00	
March	45	00		steady.		
April	38	00		steady.		
May	38	00		39	00	
June	38	00		39	00	
July	38	00		39	00	
August	38	00		39	00	
September	38	00		39	00	
October	38	00		39	00	
November	38	00		55	00	
December	55	00		60	00	

"American soft fluctuated from 45 dol. to 43 dol. during the year. I find the stock of pig iron on hand January 1st, 1875, in all 1,384 tons, soft, and 197 white, as per statement below, being 6,402 tons less than the stock on hand January 1st, 1874.

	Tons.	Tons.
Stock of pig iron on hand 1st January, 1874..		7,786
Importations of 1874:—		
Scotch soft	4,703	
American soft	1,447	
Oregon soft	1,404	
Scotch white	260	
American white	400	
„ grey	200	
		8,414
Total		16,200

"DETAILED Account of Stocks on hand January 1st, 1875.

	Tons.	Tons.
In importers' hands, Scotch and American soft		None.
„ „ „ white		None.
In foundrymen's and jobbers' hands:—		
Scotch soft	987	
„ white	97	
American soft	200	
„ white	100	
		1,384
Consumption of 1874:—		
White	2,003	
Soft	12,813	
		14,816

"The above synopsis shows the consumption of 1874 to be 5,694 tons in excess of 1873, and the importations of the year to be only 77 tons more."

Our local smelting works have been kept fully employed and turned out last year 10,000 tons of pig lead, of this 8,000 tons were exported to New York, the remainder having been made into shot, pipes, and sheet lead at a local establishment.

Coals.—The following table gives the receipts for the past five years.

	Australian.	English.	Cumberland, U. S.	Anthracite, U. S.	Vancouver Island.	Chili.	Coose Bay, Oregon.	Bellingham Bay, Washington Territory.	Seattle, Washington Territory.	Mount Diablo, California.
1870 ...	83,982	31,196	9,322	21,320	12,640	7,250	20,567	14,315	...	129,761
1871 ...	38,492	54,191	6,060	7,231	15,621	4,161	28,690	20,284	...	133,485
1872 ...	115,332	29,190	10,051	19,618	26,008	3,682	32,562	4,100	...	177,232
1873 ...	96,435	52,616	8,857	18,295	31,435	400	38,066	21,211	13,572	171,741
1874 ...	139,109	37,826	15,475	14,263	51,017	...	44,857	13,685	9,027	206,255

The importations from Vancouver Island increased considerably the past year, a large proportion being the produce of a new mine opened in 1873. Our imports from Australia depend upon the demand here for outward tonnage; the large receipts the past year with the increased product of our mines, have kept prices low; the Mount Diablo Coal is extensively used in the river steamers and factories. A good mine is being worked in the Rocky Mountains, but none of the coal has found its way during the past year to this market; it is used extensively on the Central Pacific Railroad.

Manufactures of Cotton, Silk, Flax, Wool, and Jute. There has been scarcely any change worthy of note in the importations of cotton fabrics for several years, none but the finer grades of goods could maintain themselves in the face of eastern competition and the protective tariff, indeed, in all heavy cotton goods no protection is needed, many articles being sold by eastern manufacturers at lower prices than they could be bought for at Manchester; this last fact will further interfere with what little export trade there has been in English cotton goods for Mexican and other ports of the Pacific.

Silks from England have not been in demand. The trade has been spoilt by large quantities of low-priced and inferior goods having been thrown on the market during the past three or four years.

The business in British woollen goods is also falling off, while some branches, such as trowserings and Bradford goods are holding their own. A very important article, "tapestry carpets," of which very large quantities are consumed, is driven out by American fabrics, not alone by the high tariff, but also by superior taste in pattern. Manufactures of flax are the only articles in which importations from Great Britain have almost driven out every competition, and it may be safely assumed that seven-eighths of the entire consumption of this coast is drawn from Great Britain and Ireland, and the trade is increasing.

Manufactures of jute have been imported in very large quantities, but the business appears to be mismanaged, as, instead of the legitimate profit which the large consumption would warrant, there is generally a loss on the importation cost, and even upon the cost price to manufacturers. The magnitude of exports is not a sure index to the prosperity of a manufacturing country if the question of profitable returns is lost sight of in other things as much as it is in the articles under review.

The following return gives the duties in 1874, on the leading articles of importation with the quarterly average prices :—

Articles.	Duties.	Measures.	Average Price, First Quarter.		Average Price, Second Quarter.		Average Price, Third Quarter.		Average Price, Fourth Quarter.	
			Dol.	c.	Dol.	c.	Dol.	c.	Dol.	c.
Coals—										
Australian	Bituminous, 75 c. per ton	Tons	11	45	10	25	10	18¾	10	75
Liverpool	,, ,,	,,	10	50	10	50	10	31½	10	12½
West Hartley	,, ,,	,,	13	25	12	50	12	09½	11	50
Coffee—										
Costa Rica	Free	Lb.	0	26½	0	24	0	22½	0	23½
Java	,,	,,	0	33½	0	31½	0	28½	0	26⅝
Cordage, Manilla	2½ c. per lb.	,,	0	12½	0	12½	0	13½	0	14⅜
Grain bags, 22 by 36 in.		Each	0	13½	0	13	0	14	0	14
Malt liquors—										
Ale, English draught	20 c. per gallon	Barrel	47	50	47	50	47	50	47	50
Porter ,, ,,	,,	,,	42	50	42	50	42	50	42	50
Ale, English bottled	35 c. per gallon	Dozen	3	62½	3	62½	3	50	3	50
Porter ,, ,,	,,	,,	3	62½	3	62½	3	50	3	50
Metals—										
Iron, pig	6 dol. 30. c. per ton	Ton	48	00	40	25	44	25	45	00
,, refined bar	9·10 of 1 per cent. to 1 dol. 35 c. per lb.	Lb.	0	04½	0	03⅞	0	3⅝	0	03⅝
,, ,, sheet	2·1 c. per lb.	,,	0	07½	0	06⅜	0	6⅜	0	06½
Copper sheathing	40·50 per cent.	,,	0	35	0	34½	0	34½	0	34½
Tin plates, IX	15 per cent.	Box	14½	00	13	50	14	37½	12	75
,, IC	,,	,,	13½	00	12	50	12	50	11	50
Steel, English	2½ c. per lb.	Lb.	0	15½	0	14½	0	14⅛	0	14½
Naval Stores—										
Pitch	20 per cent.	Barrel	6	50	5	50	5	37½	5	16
Tar	,,	,,	7	50	7	50	7	75	6	75
Rosin	,,	,,	6	62½	6	25	5	72	5	00
Turpentine, spirits	30 c. per gallon	Gallon	0	55	0	58	0	52½	0	51
Oakum	Free	Bale of 50 lbs.	5	00	5	25	5	25	5	25
Anchors	2½ c. per lb.	Lb.	0	08½	0	08½	0	8½	0	08½
Chains and cables	,,	,,	0	07½	0	07½	0	7½	0	07½
Rice, China, No. 1	2½ c. per lb.	,,	0	06½	0	06⅜	0	6½	0	06⅜
Spices—										
Cloves	5 c. per lb.	,,	0	48	0	57⅓	0	46	0	49
Cassia	10 c. per lb.	,,	0	25½	0	24¾	0	24½	0	25¼
Nutmegs	20 c. per lb.	,,	1	08½	1	06½	1	15	1	22½
Pepper, grain	5 c. per lb.	,,	0	22½	0	19⅔	0	18⅜	0	21⅜
Spirits—										
Brandy, Martell	Per first proof gallon, 2 dol.	Gallon	6	00	6	00	6	00	6	00
,, Rochelle	,, ,, ,,	,,	4	00	4	00	4	00	4	00
Gin, London	,, ,, ,,	,,	3	00	3	00	3	00	3	00
Whiskey, Scotch	,, ,, ,,	,,	4	25	4	25	4	25	4	25
Rum, Jamaica	,, ,, ,,	,,	4	87½	4	87⅓	4	87½	4	87½
Sugar—										
China, No. 1	1½ c. to 3¾ c. per lb.	Lb.	0	08⅜	0	08½	0	8⅛	0	08⅛
Crushed	4 c.	,,	0	12½	0	11	0	11½	0	11½
Tea—										
China, black, first quality	Free	,,	0	55	0	55	0	55	0	55
Japan	,,	,,	0	62½	0	62½	0	62½	0	62½
Wines, claret, cargo	25 c. to 1 dol. and 25 per cent. ad. val. per gallon.	Barrel	49	00	49	00	48	50	45	50

Money has been tolerably easy throughout the year, but the banks continue to charge 1 per cent. per month, on over drafts or on the discount of good commercial paper. Long loans, secured by mortgages of city property have been done as low as 7 per cent. per annum, although 8 to 9 per cent. are the current rates. For loans on good country property, 12 per cent. is usually charged, and the savings' banks have been lending a good deal of money on this description of security; heretofore they have confined their loans chiefly to city property, Government bonds, and gas and water stock. Gold coin is still sent east by mail, but no information is given in regard to it. The rates of exchange on London and New York are given in the following exhibit :—

	On London.		On New York.	
	Bankers' 60 days' sight bills, per dollars.	Commercial bills, per dollar.	Gold Drafts.	Currency Drafts.
	s. *d.*	*s.* *d.*		
January	4 1⅜	4 1¾	¼ of 1 per cent. premium.	90¾
February	4 1⅜	4 1¾	„	89¼
March	4 1¼	4 1⅜	„	89½
April	4 1⅛	4 1⅛	„	89
May	4 1	4 1⅛	„	89¾
June	4 0⅞	4 1⅛	„	90
July	4 1	4 1⅛	„	91¼
August	4 1	4 1⅛	„	91¾
September	4 1⅛	4 1⅛	„	91½
October	4 1⅛	4 1⅛	„	91¼
November	4 1⅛	4 1⅛	„	90
December	4 1⅛	4 1⅛	„	90¼

The following information in regard to the city and county savings banks will be found interesting:—

Items from the Semi-Annual Reports of the San Francisco Savings Banks for the Term ending December 31, 1874.

Name of Savings Bank Corporation.	When Organized.	Number of Depositors.	Amount of Deposits.	Loans and Investments.	Gross Earnings.	Gross Expenses.	Reserve Fund.	Cash on Hand.	Amount of Dividends.
			Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
Savings and Loan Society	July 23, 1857	9,877	11,584,949	11,777,696	558,932	32,889	354,755	129,177	508,643
Hibernia Savings and Loan Society ...	April 12, 1859	17,706	13,647,635	14,094,083	604,185	47,465	852,249	290,616	512,855
French Savings and Loan Society ...	January 29, 1860 ...	6,500	5,975,351	6,258,596	290,739	23,775	182,776	365,884	257,025
San Francisco Savings Union	June 1, 1862	6,127	6,597,968	6,505,971	315,703	30,014	225,706	190,800	285,689
Odd Fellows Savings Banks	October 13, 1866... ...	7,649	7,080,334	7,508,615	326,941	25,300	126,556	197,459	286,356
Farmers and Mechanics' Bank of Savings	June 30, 1867	587	555,896	551,136	32,990	6,996	55,000	73,802	20,249
German Savings and Loan Society ...	March 9, 1868	5,990	5,216,060	5,405,865	231,543	24,896	135,500	64,409	20,423
Masonic Savings and Loan Bank ...	November 9, 1869 ...	3,087	1,360,466	1,283,182	71,437	12,000	171,838	109,230	59,437
Humboldt Savings and Loan Society...	November 24, 1869 ...	1,548	848,305	805,716	37,784	6,601	67,424	45,120	28,808
Security Savings Bank	March 2, 1871	1,000	1,482,019	1,602,792	70,054	8,553	150,000	36,828	56,452
California Savings and Loan Society ...	July 1, 1873	587	272,194	319,347	16,843	4,003	63,000	25,886	12,840
Total	...	60,658	55,021,177	56,112,999	2,557,151	222,487	2,384,804	1,529,211	2,232,567

ITEMS from the Semi-Annual Reports of the Interior Savings Banks of California for the Term ending December 31, 1874.

Name of Savings Bank Corporation.	When Organized.	Number of Depositors.	Amount of Deposits.	Loans and Investments.	Gross Earnings.	Gross Expenses.	Reserve Fund.	Cash on Hand.	Amount of Dividends.
			Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
Sacramento Savings Bank, Sacramento	March 19, 1867	5,500	3,586,355	3,310,746	169,304	15,076	98,410	282,608	144,218
Stockton Savings and Loan Society, Stockton	August 12, 1867... ...	1,679	1,161,599	1,340,262	84,342	7,496	367,754	154,109	51,150
Oakland Bank of Savings, Oakland ...	September 1, 1867 ...	1,550	1,124,767	1,415,755	86,243	12,028	370,921	97,335	52,901
San Jose Savings Bank, San Jose ...	January 15, 1868 ...	1,866	1,071,519	1,295,091	89,859	9,110	311,000	51,347	66,884
Capital Savings Bank, Sacramento ...	February 9, 1869 ...	5,876	3,370,339	3,427,336	199,331	30,584	640,950	308,250	154,543
Marysville Savings Bank, Marysville...	April 8, 1869	1,134	1,037,967	1,009,397	61,874	6,155	16,196	48,675	54,846
Union Savings Bank, Oakland... ...	July 1, 1869	2,000	1,377,198	1,581,581	87,761	10,733	492,579	338,485	62,151
Odd Fellows' Bank of Savings, Sacramento	May 11, 1870	1,323	775,468	830,360	44,438	4,978	49,986	31,148	36,054
Vallejo Savings and Commercial Bank, Vallejo	May 1, 1870	400	209,623	438,687	61,232	8,587	224,038	15,000	44,507
Napa Savings and Loan Society, Napa	September 15, 1871 ...	311	252,874	234,340	13,000	1,031	5,431	18,000	9,923
Total	...	22,639	13,967,709	14,384,055	897,584	105,778	2,577,165	1,344,957	677,177

The foregoing statements show the average amount to each depositor in the city banks to have been 909 dol. (181*l.* 16*s.*) and in the country 617 dol. (123*l.* 8*s.*).

The deposits in both city and county banks steadily increase, and each year shows a large addition to the number of depositors and a larger average to each account.

The "trade dollar," the coinage of which was commenced in 1872 with a view of its taking the place of the Mexican dollar in China and Japan, has proved a success, the demand being greater than the Mint has been able to supply; 2,550,000 dol. were coined last year.

Shipping.

I give below a statement showing the direct and indirect trade in British ships in 1874:—

Return of British Shipping at the Port of San Francisco during the Year 1874.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.								Cleared.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
159	31	190	191,054	39,986	231,046	...	£ 1,774,259	189	1	190	212,539	631	213,170	...	£ 2,404,126

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.								Cleared.							
Countries whence Arrived.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.	Countries to which Departed.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
								£									£
Brazil	...	12	12	...	14,706	14,706	...	...	Peru	3	2	5	2,285	2,876	5,161	...	9,680
Uruguay	...	5	5	...	4,067	4,067	...	...	Islands of Pacific ...	1	...	1	431	...	431	...	4,330
Argentine Republic	...	3	3	...	2,188	2,188	...	...	Georgian Islands ...	4	1	4	841	...	841	...	14,340
Japan	2	2	4	1,440	1,895	3,335	...	33,120	China	...	...	1	...	1,161	1,161	...	...
Peru	1	3	4	877	3,029	3,906	...	560	Ports of United States (to load)...	...	8	8	...	6,198	6,198	...	...
Chile...	1	2	3	1,214	2,098	3,312	...	1,500									
Siam	1	...	1	520	...	520	...	5,800									
Spain	4	...	4	3,358	...	3,358	...	76,350									
Georgian Islands ...	4	...	4	841	...	841	...	6,400									
Netherlands ...	1	...	1	320	...	320	...	10,450									
China	7	...	7	3,042	...	3,042	...	59,483									
Ecuador	1	...	1	498	...	498	...	1,700									
Fiji Islands	1	...	1	3,034	...	3,034	...	16,000									
Total	23	27	50	15,144	27,983	43,127	...	211,363	Total	8	11	19	3,557	10,235	13,792	...	28,350

The values of inward cargoes are chiefly collected from official sources; in a few instances they are estimated values. The values of outward cargoes are obtained from the custom-house records.

The following gives the ships and tonnage of other nations arriving from, and departing for, foreign ports, and exhibits the direct and indirect trade of each nationality:—

ENTERED.

	Number of Ships.			Tonnage.		
	Direct.	Indirect.	Total.	Direct.	Indirect.	Total.
United States	...	310	...	...	352,561	...
Germany	4	15	19	1,668	11,558	13,226
France	14	17	31	8,227	10,709	18,936
Netherlands	...	2	2	...	450	450
Russia	1	1	2	123	971	1,094
Norway and Sweden	...	4	4	...	3,162	3,162
Austria	...	1	1	...	390	390
Peru	2	3	5	2,200	3,431	5,631
Equador	...	1	1	...	75	75
Mexico	2	...	2	115	...	115
Hawaiian Islands	3	5	8	1,512	2,407	3,919
Tahita	2	...	2	118	...	118
Columbia	...	7	7	...	1,876	1,876
Nicaragua	...	12	12	...	6,744	6,744

CLEARED.

	Number of Ships.			Tonnage.		
	Direct.	Indirect.	Total.	Direct.	Indirect.	Total.
United States	...	330	...	...	394,351	...
Germany	3	13	16	1,065	8,863	9,928
France	...	32	32	...	17,658	17,658
Netherlands	...	3	3	...	2,192	2,192
Russia	...	3	3	...	1,309	1,309
Norway and Sweden	...	4	4	...	2,492	2,492
Austria	...	1	1	...	390	390
Peru	...	3	3	...	3,431	3,431
Equador	...	1	1	...	75	75
Mexico	2	...	2	115	...	115
Hawaiian Islands	2	6	8	792	3,030	3,822
Tahita	7	1	8	392	70	462
Columbia	1	4	5	328	1,050	1,378
Nicaragua	...	12	12	...	4,897	4,897

The following exhibits the tonnage of British shipping arrived and cleared at this port for the past five years:—

Year.	Arrived.	Cleared.
	Tons register.	Tons register.
1870	94,350	99,714
1871	95,676	95,360
1872	127,617	112,698
1873	216,835	218,521
1874	274,167	226,962

The tonnage arrivals and departures in the past five years is given below:—

	Arrivals.					Departures.				
	1870.	1871.	1872.	1873.	1874.	1870.	1871.	1872.	1873.	1874.
Great Britain	54,793	73,754	72,197	77,497	62,547	139,925	46,219	198,954	319,590	281,518
Australasia	62,183	39,261	84,766	87,337	171,078	3,510	39,261	36,136	8,169	21,467
British Columbia	20,347	48,377	40,904	43,039	51,913	32,233	48,377	48,046	49,037	68,733
Europe	14,739	8,691	7,184	13,770	8,528	..	1,085	..	3,311	4,147
China and Japan	74,985	79,027	113,274	119,325	123,868	70,136	67,451	83,625	94,593	103,102
East Indies	4,784	7,813	18,039	10,395	18,068	4,816	23,620	15,583	1,725	3,859
Columbia	78,124	75,786	77,241	78,558	109,213	79,873	75,786	81,138	77,093	111,049
Mexico	18,642	15,598	14,033	21,088	19,382	30,247	21,947	15,822	17,999	24,847
Central America	3,591	5,101	5,148	5,764	5,479	3,690	3,230	3,120	3,374	2,108
South America	15,527	12,788	27,794	65,947	91,333	40,544	42,835	34,661	21,717	19,927
Islands of Pacific	25,396	30,769	34,292	25,792	22,897	36,257	37,628	38,062	26,979	23,206
Whaling and fishing voyages.. ..	7,519	2,431	11,958	7,187	4,633	6,771	3,918	8,184	9,095	3,766
Atlantic ports of the Union	83,234	68,174	96,682	87,733	88,688	11,007	9,934	5,523	7,296	13,285
Pacific ports of the Union	597,731	625,860	636,924	646,388	770,724	597,000	153,298*	158,495	224,775*	319,204*

* Exclusive of small vessels sailing under a coasting license.

The English steam line between Sydney and Auckland and this port, subsidized by the New South Wales and New Zealand Governments, commenced service at the beginning of 1874 under, it was considered, most favourable auspices; but notwithstanding it was well supported, the number of passengers being more than the ships could conveniently accommodate, and the quantity of freight quite equal to expectation, it failed to succeed. Its want of success is due to its being started as a temporary service at a great expense and with incomplete arrangements, and to general bad management. The mail service is now temporarily performed by the New South Wales Government with chartered steamers. There can be no doubt that an efficient line, with the subsidy the Governments of New South Wales and New Zealand are willing to give, will develope a profitable trade.

Shipbuilding.

There has been built in San Francisco and neighbourhood twenty-three vessels, chiefly schooners, measuring 1,721 tons; in other parts of the State six schooners and three stern-wheel steamers, measuring 671 tons.

Agriculture.

The progress of irrigation is very slow. Whilst all interested in land appear to be impressed with the advantages the system offers, there is an indisposition to invest money in it to any extent. Several ditches have been constructed, but none of them in connection with a systematized action for watering the great valleys of the State. The King's River Canal Company irrigated with its forty miles of canal last year 12,000 acres, and has distributing ditches completed to enable 20,000 acres to be irrigated. The canal carries water sufficient to irrigate 40,000 to 50,000 acres.

The returns of the county assessors show that in 1873 there were over 2,100,000 acres sown with wheat and 447,000 with barley, but the returns are imperfect, and those of the past year have not yet been compiled for publication. It is estimated that there were in 1874 nearly 2,400,000 acres sown with wheat and over 500,000 with barley. Several of the ranches in the southern part of the State have been divided and passed into the hands of farmers, in consequence of which cereals have been raised on lands heretofore used entirely for pasture.

Barley has been the main product, it being found to yield a more certain crop than wheat, and the past two years a more profitable one. It is only, however, where water or railroad communication is within a reasonable distance that grain can be grown to advantage so far from San Francisco. Last year the first cargo of wheat was shipped from San Diego and the first from Monterey for a foreign market; the latter port is brought into communication with a fine agricultural district by the completion of a narrow gauge railroad. Alfalfa (a Lucerne natural to Chili), has been grown in limited quantities for cattle and sheep, and has proved a marked success. It requires a fair amount of moisture to start it, but when once it has fairly taken root, crop succeeds crop with wonderful rapidity. In some localities as much as five crops have been cut in the year, and three may be looked for generally. As an adjunct to the native grasses for sheep it is very valuable, and as the value of land increases, with railroad communication opening up to agriculture parts of the country now valueless for other than grazing purposes, its cultivation will be widely extended.

Hops are grown in the Sacramento and San José valleys of good

quality. The production last year amounted to nearly 10,000 cwt., which were sold at from 6*l.* 5*s.* to 7*l.* per cwt., chiefly for shipment to the Eastern States.

Tobacco, with the success attending its curing by the Culp process, is attracting much attention; last year there were about 1,500 acres under cultivation. In the neighbourhood of Gilroy, about eighty miles to the south of this city, a company have been growing it, and last year they had 400 acres under cultivation, one-third with the Havana plant and the remainder chiefly with Florida. The yield from the former averaged 1,250 lbs. to the acre, and from the latter 1,600 lbs. The prejudice against the tobacco prevented its sale here on favourable terms, and the company now manufacture cigars with the Havana leaf and prepare the other for smoking. The company have no difficulty in disposing of their manufactured articles, and some of the cigars have been sent to New York on orders. A portion of a crop of forty acres in Alameda county, on the opposite side of the bay, was sent to Louisville for classification, and has given so much satisfaction that the best has been sold at a price far above the value of any of Kentucky growth.

Cotton.—The cultivation of this staple is yet limited to about 1,000 acres. The crop was good, but the early rains of the past autumn destroyed a great portion of it.

Ramil has been grown in small quantities very successfully in several parts of the State. In Alameda county, on the opposite side of the bay, there was a splendid field of about thirty acres of it. The difficulty of extracting the fibre and putting it on the market in a merchantable condition, has prevented its extensive cultivation, but it is said the difficulty is overcome by the manufacture of suitable machinery.

Fruit will always be one of the staple products of California, the climate being adapted to the growth of both semi-tropical descriptions and those belonging to a more temperate climate. In Los Angeles and adjoining counties, orange and lemon trees have been planted for many years, but not until lately in very large quantities. In the interior of the State these fruits can be grown quite as well as in the extreme south, it being only necessary to select a suitable soil and a somewhat sheltered position. Our receipts in this city from the south last year consisted of 4,544,000 oranges, and 500,000 lemons. During the past two years there have been planted an immense number of trees, the produce of which in seven or eight years will probably be equal to the requirements of the whole Pacific States and Territories; but there seems to be no reason why ultimately the whole of the United States should not be supplied from this State, and as New York usually imports from the Mediterranean about 110,000,000 oranges, and a nearly equal quantity of lemons, of an invoice value of over half-a-million sterling, besides a considerable quantity from the West Indies, the trade must become of some importance. By the time we shall have brought our production to beyond the requirements of this coast, a southern railroad will have been completed, in all probability running through the heart of the semi-tropical fruit-bearing districts, and it is reasonable to suppose that the growers, with the advantage of railroad communication to the large markets of the country, will be able to compete successfully with the European fruit, which suffers a loss of 25 to 30 per cent. on the voyage. An important matter also in favour of our own growth is, that freight by the railroad is paid on weight and not on measurement. Orange and lemon orchards are at present a source of actual wealth to the owners, the produce of each tree netting

from 30*s.* to 60*s.*; 50 trees or more are planted to the acre, and the yield of a ten-year old healthy tree will be 800 to 1,000 oranges, increasing with age to 2,000, or even more. Walnuts, almonds, figs, and olives grow luxuriantly over a large portion of the State, and agriculturists who have had the means and the foresight to plant these trees some years ago, are reaping a rich harvest therefrom. The product of the vineyard has exceeded that of any previous year, and the estimates of the manufacture of wine vary from 8,000,000 to 10,000,000 gallons. There would be a good demand for Europe, if large orders for any particular class of wine could be executed; but the quality of the wine of the different vineyards varies so much, that it has been found very difficult to procure a large quantity of any special character, except that made from the old Mission grape. The exports by sea in the year were nearly 600,000 gallons, and 5,400 cases, and by railroad as much more was sent. The profits of a vineyard favourably situated are large when the vines once begin to bear fruit. From a six-year's old vineyard of the Mission grape the profit will vary from 20*l.* to 40*l.* per acre. The price for the common grape is usually about 4*l.* per ton when sold in quantity to the manufacturers of wine; the better quality command 5*l.* to 5*l.* 10*s.* per ton. The wine from the Mission grape sells for about 2*s.* per gallon, delivered on board ship, or at the railroad terminus. I referred in my last annual report to a commencing activity in curing fruits; this continues to increase, and now that the Alden process has been found to be well adapted to the drying of all kinds of fruit, the day is not far distant when every farmer who has an orchard of any size will realize the advantage of having a drying house attached to his establishment. Last year a good deal of the fruit which was being dried in the open air was spoiled by an unusually early rain. I look for a large trade in dried fruits; some of the currants and raisins sent to this market have been equal to the best imported, and as there is scarcely a limit to the quantity of grapes and other fruit we can grow in this State, we ought, with the abundance of labour (Chinese) well suited for the work connected with it, to be able before long to compete with the Mediterranean, and other parts of the world, from whence the United States now draw supplies of an invoice value of over 2,000,000*l.* The receipts of dried fruits in this city last year amounted to about 850,000 lbs.

Mining.

The past year mining in this State has resulted in a production of gold beyond that of several preceding years, which may be accounted for by a full supply of water throughout the year, and the increased number of hydraulic mines brought into working condition by the completion of drainage, tunnels, and ditches, to supply the necessary water. The supply of base bullion from the southern part of the State has increased materially, and the prospects are favourable for a much larger product from the opening up of the Panamint District, in Inyo County, in the south eastern part of the State, in which a considerable amount of capital has been invested, and of the mines of which there have been very favourable reports, though only partially accepted by mining experts. The district is also said to have excellent silver mines with ore free from base metal, but unless they turn out different from most of the mines of the county, the wealth of it must rest upon its yield of base metal. The country to the north of this comprised in the counties of Yuba, Nevada, Plumas, Butte, and Sierra, is the point wherein is centred the principal gravel mines of the State, and were it not for the difficulty of working up the enormous mass of

"tailings," resulting from hydraulic washings, the increase in the production of gold would be very great. In the southern part of the State, there has been some activity beyond that produced by the discoveries in the Panamint district, by the number of new mines opened in the San Bernardino range of mountains, but from which as yet little metal has been extracted. The mines in San Diego County are not being worked with vigour, although there are numerous gold quartz leads reported to be rich. The result of last year's quartz mining has not come up to previous years, and several of the best known mines have been unable to continue their dividends. The mines of the Comstock lead, in the neighbouring State of Nevada, have continued to yield abundantly. The Belcher and Crown Point have, it will be seen by the table, continued to pay dividends, although they were reduced at the close of the year respectively to 3 dol. and 2 dol. per share per month. The Belcher has, altogether, paid 141 dol. 91 c. per share, equal to 14,191 dol. per foot of ground; and the Crown Point, 113 dol. 88 c. per share, equal to 18,956 dol. per foot.

The more recent discoveries in the lead have been in the Consolidated Virginia and California, situated to the north of the Belcher and Crown Point, and these far surpass in extent any previous ones; the reports from these mines represent the value of the ore exposed to view as beyond anything before developed, either in the United States or elsewhere; and whilst making every allowance for exaggeration, consequent upon the excitement incidental to such a discovery, it seems certain that the yield of this celebrated lode will be very greatly increased. The Consolidated Virginia is in good working order, but a good deal of work has to be done upon the California before it is in a condition to supply large quantities of ore. The Ophir, adjoining the California, is said to have abundance of rich ore in sight, and the present price indicates discoveries of importance; adjoining the Consolidated Virginia, north, is the Best and Belcher, which has attracted a great deal of attention from its situation, more than from any known ore developments. The Belcher and Crown Point, situated in Gold Hill, yield more gold than the mines to the north. A bar of 1,000 oz. of Belcher metal will usually assay 100 oz. of gold and 900 silver; whilst a similar one of Consolidated Virginia will only assay 45 oz. gold. The mines of Eastern Nevada have not been worked the past year to much advantage, and one only of those quoted on the stock board appears as a dividend paying mine.

The following table gives a good deal of interesting information in regard to the leading mines of Nevada. Few of the California mines are on the Stock List:—

	Number of Feet in Mine.	Total Number of Shares.	Total Number of Assessments.	Amount of Assessment in 1874.	Total Amount of Dividends.	Amount of Dividends in 1874.	January.		February.		March.	
							Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
			Dol.	Dol.	Dol.	Dol.	Dol.	Dol.	Dol.	Dol.	Dol.	Dol.
Belcher...	1,040	104,000	660,400	...	14,135,000	5,304,000	120	95½	103½	81	89½	77
Best and Belcher	540	100,800	136,192	11,200	...	...	43	22	28	22	37	20
California	600	108,000	...	...	...	...	48¾	30½	39¾	34	50	33
Chollar Potosi... ...	1,400	28,000	742,000	140,000	3,080,000	...	95	63	74	62	70	60
Consolidated Virginia ...	710	108,000	411,200	...	2,592,000	2,592,000	97½	54	70	62½	86¾	67
Crown Point	600	100,000	623,270	...	11,388,000	3,500,000	135	87	105	82	95½	86
Eureka Consolidated ...	...	50,000	...	...	675,000	125,000	15	10	14¼	12¾	15	12½
Exchequer	400	8,000	180,000	24,000	...	...	53	25	27½	12½	44	22
Gould and Curry	933½	48,000	1,532,000	226,400	3,826,800	...	44	20	24	19	35	18½
Hale and Norcross	400	16,000	1,530,000	320,000	1,595,000	...	92	52	65½	46	58	38
Imperial	184	100,000	1,270,000	200,000	1,067,500	...	10	6	7	5⅝	7⅞	5⅞
Justice	2,100	21,000	536,500	199,500	...	...	17	9	15½	8	12	5½
Kentuck	95	30,000	270,000	30,000	1,252,000	...	36	19½	29	18	25⅝	18
Meadow Valley	...	60,000	210,000	192,000	1,200,000	...	15½	10¾	12⅞	10¼	12½	10¼
Mexican	600	180,000	...	...	...	...	...	...	...	...	...	...
Ophir	675	100,800	1,832,800	100,800	1,394,400	...	52	32	40½	26½	29	19½
Overman	1,200	38,400	1,531,080	380,080	...	...	144	72½	114⅜	43	60	40½
Raymond and Ely	5,000	30,000	270,000	270,000	3,075,000	...	57	25	36	29	33	25
Savage	771	16,000	1,744,000	436,000	4,160,000	...	149	78	120½	80	97	71
Segregated Belcher	160	6,400	212,800	212,800	...	...	190	100	123	80	110	81
Sierra Nevada...	2,640	100,000	800,000	150,000	102,500	...	34	20	24½	17	26½	18½
Yellow Jacket...	957	24,000	2,118,000	360,000	2,184,000	...	132	68	78	58	86	57

	April.		May.		June.		July.		August.		September.		October.		November.		December.	
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
	Dol.	Dol.	Dol.	Dol.	Dol.	Dol.	Dol.	Dol.	Dol.	Dol.	Dol.	Dol.	Dol.	Dol.	Dol.	Dol.	Dol.	Dol.
Belcher	91½	76	87	75½	85	77⅓	85⅔	62	71⅔	61¼	72½	64	79⅕	55¼	58	42½	61	44
Best and Belcher	87	26½	27	21	29¼	23	26⅔	22	35	22	38	31	45	29	25¼	14	83½	24½
California	46	40½	43¼	33	40	35	39⅔	35	40	35	63½	37	65	52	126	59¾	540	135½
Chollar Potosi	71	60½	65	52	92	59	73½	46¾	59	46⅔	84	54⅓	96	53	69	53	95	65
Consolidated Virginia ...	90	82½	85	66½	84¼	78	85	75	84	73	94	80½	120	91	188	121	590	185
Crown Point	97	80	89	77	86½	79	83	65½	79	67⅓	70	55¼	70	54	67	44	85	42
Eureka Consolidated ...	18	14½	21¼	17	20⅔	16	18½	10	13½	10	12	10⅔	15	11⅓	14	12½	17	12½
Exchequer...	44	32½	35	20	80	34	66	58	75	61	230	70	366	220	483	275	250	185
Gould and Curry	32½	23	23	16	28½	18½	23½	17½	24	17½	29	20	35	25	26	14¾	63	24
Hale and Norcross ...	59	40	44	31½	61	37½	56	38⅓	47	38½	60	41	65	41	62	43	74	55
Imperial	7	5⅞	5½	4	9⅜	4⅜	4½	6⅔	9	7⅔	15⅔	8⅜	11⅓	9	16	10⅜	21	14
Justice	11¼	7½	7⅜	6¼	8½	7	8	5⅜	12	6⅔	38	9¼	60	25	48½	28	240	41
Kentuck	25	14⅔	15⅔	11	19	13½	16	12	16½	12⅓	26	15	28	14⅔	23	5½	26	19
Meadow Valley	11½	8⅜	11½	9	9½	7¾	8¾	4½	7½	4½	6½	5	10¾	6	6¼	5⅜	7	5¼
Mexican	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	50	15
Ophir	26⅜	16½	18	8¾	21	10	22	16	24½	17¼	52½	21⅝	64⅓	43	100	60¼	272	95
Overman	65	46	46½	23	45	22¾	36	25	51½	27½	85	39½	110	49	70	51½	100	66
Raymond and Ely ...	28	20	30¾	20	24	20	20½	9¼	15	9½	17	9¼	23	15	17¾	14½	27	14⅞
Savage	91	58	80	60	100	67½	90	57	69	48	81	51½	113	66	74	30	151	87
Segregated Belcher ...	107	83	87	64½	95	67	89	68	117	71	175	93	255	100	140	100	177⅓	118
Sierra Nevada	26	18	17	15	28½	13⅔	4¾	4	4⅞	3⅜	10½	4⅓	9⅞	7	15½	8⅝	28	13⅓
Yellow Jacket	85	75	79	64	100	67⅓	93	66	83	66	125	78	129	84	133	87	180	124¼

The following statement of the amount of precious metals produced in the States and Territories west of the Missouri River during 1874, is furnished by the Superintendent of Wells, Fargo, and Company's Express Company, and may be regarded as fairly accurate :—

States and Territories.	Gold-dust and Bul ion by Express.	Gold-dust and Bullion by other Conveyances.	Silver Bullion by Express.	Ores and Base Bullion by Freight.	Total.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
California.. ..	16,015,568	1,601,556	957,857	1,715,550	20,300,531
Nevada	345,394	34 539	30,954,602	4,117,698	35,452,233
Oregon	553,564	55,356	150	..	609,070
Washington ..	141,396	14,139	..	..	155,535
Idaho	1,207,667	120,765	551,572	..	1,880,004
Montana	2,584,362	258,136	..	600,000	3,439,498
Utah	83,721	8,372	746,565	5,072,620	5,911,278
Arizona	23,333	2,333	400	..	26,066
Colorado	1,590,700	..	1,745,705	855,000	4,191,405
Mexico	84,655	..	714,223	..	788,878
British Columbia .	1,487,473	148,747	337	..	1,636,557
Total ..	24,114,833	2,243,943	35,681,411	12,360,828	74,401,055

Quicksilver.—The supply from the New Almaden Mine has again fallen off, the receipts the past year having been 9,000 flasks against 12,000 in 1873 ; the product of this mine in 1864 and 1865 was over 45,000 flasks, and it has been decreasing year by year since. The New Idria has supplied 7,000 flasks, rather less than in previous years. The Redington has increased its production from 4,200 in 1873 to over 7,000 flasks ; from other mines the receipts have been 4,000 flasks, making a total production of about 27,000 flasks, a falling-off of 1,600 from 1873.

The exports have been as follows :—

	Flasks.
To Central America	547
China	1,200
Japan	83
Australia	80
Mexico	4,104
Other countries	703
By rail east	4,900

The price has been advancing all the year. In January it was selling at 1 dol. 20 c. per lb. (flasks 76½ lbs.), in June at 1 dol. 35 c., and at the close of the year 1 dol. 55 c. A contract was made in November for the monthly supply of 400 flasks for one year at 1 dol. 50 c., with a firm, controlling the Consolidated Virginia, California, and other mines of Nevada. The causes for the continued rise in price are to be traced to the diminished yield of the mines of this State, the increased demand for Nevada, and the high price ruling in London, which has drawn from this market quicksilver formerly supplied from London. The high price has stimulated explorations in all directions, and in Wapa and Lake counties a great number of mines are being opened, and it is reasonable to suppose some of them will turn out to be valuable. The Borax Lake Sulphur Quicksilver Company have large deposits of ore, and henceforth will furnish a considerable quantity of quicksilver. The quantity of sulphur with the ore has

hitherto prevented the extraction of much metal, but the difficulty has, in a great measure, been overcome.

Borax.—The Columbus district of Nevada has furnished nearly all sent to this market; it is found as ulexite, forming layers 2 to 5 inches thick, alternating with layers of salt in which are balls, 3 to 4 inches in diameter; these balls contain about 48 per cent. of boracic acid. It is sold chiefly in a confined or concentrated condition, just as it comes from the hands of the concentrators. The total product of the coast is about 2,000 tons. In California, San Bernardino county is the only part in which it has been found in quantities sufficient to be made available for commercial purposes.

Chromate of Iron.—A mine in Del Norte county, which has been worked for some years, has not sent any ore the past year to this market; but a new mine, near Calistoga, in Napa county, has furnished about 2,000 tons, containing 43 per cent. of chrome, or 54 per cent. of chromic acid; it has all been sent east.

Manganese.—A mine at Corral Hollow, in Alameda county, has furnished about 1,000 tons, of which 675 tons have been shipped to England.

Copper.—There has been little or nothing done in the mines of this State during the past year: the only shipment was one of about 380 tons to England.

Coal.—The only mines of this State from which we derive supplies of coal are those of Mount Diablo, in the coast range of mountains, about forty miles from the city. The product has increased annually since they have been opened. A mine has been opened in the Foot Hills, about thirty miles from Sacramento; the vein is six to eight feet thick, but it requires further development before its value can be accurately determined. Two mines in Alameda county are also being opened, with good future prospects. The coal of the mine referred to is a pure lignite; but true coal is said to exist in Mendocino county, but the situation is too far from water or railroad communication to induce the owners of the ground to spend money at present in prospecting.

Factories.

We have the following factories and mechanical works established in this city:—

1	Amalgamating pan manufactory employing	9	men.
4	Artificial stone works .. „	80	„
5	Axle grease manufactories „	20	„
5	Barrel manufactories .. „	200	„
3	Bed spring manufactories „	5	„
5	Bedstead manufactories .. „	110	„
2	Bellows manufactories .. „	4	„
6	Bedding manufactories .. „	60	„ and women.
6	Billiard-table manufactories „	76	„
18	Boot and shoe manufactories „	1,200	„ and women.
3	Borax works .. .. „	28	„
10	Box manufactories .. „	260	„
12	Brass foundries .. .. „	162	„
43	Breweries .. .. .. „	342	„
9	Broom manufactories .. „	80	„
4	Brush manufactories .. „	28	„
5	Candle factories .. .. „	108	„
10	Clothing manufactories .. „	164	„ and women.
115	Cigar manufactories .. „	3,484	„ chiefly Chinese.
8	Chemical works .. .. „	45	„
21	Carriage and waggon manufactories „	372	„
10	Coffee and spice mills .. „	95	„

3	Cordage and rope manufactories employing	115 men.	
6	Distilleries .. .. .. „	145 „	
2	Dry docks (floating) .. „	22 „	
1	„ (stone) .. .. „	40 „	
8	Flouring mills .. .. „	147 „	
23	Foundries and iron works.. „	1,040 „	
24	Furniture manufactories .. „	445 „	
5	Fur manufactories .. .. „	46 „	and women.
4	Glass works .. .. „	87 „	
1	Gas meter manufactory .. „	9 „	
3	Glove manufactories .. „	52 „	and women.
1	Glue manufactory .. .. „	15 „	
19	Hat and cap manufactories „	115 „	and women.
2	Hose and belting manufactories „	18 „	
	Jewellery manufactories .. „	41 „	
2	Lead and shot works .. „	72 „	
2	Last manufactories .. „	17 „	
4	Maccaroni factories .. „	28 „	
6	Match factories .. .. „	62 „	
9	Malt houses .. .. „	36 „	
1	Oakum manufactory .. „	7 „	
5	Pickle and fruit preserving works „	429 „	many Chinese.
2	Powder works .. .. „	56 „	
1	Rolling mill .. .. „	260 „	
3	Saw manufactories.. .. „	72 „	
8	Sash, blind, and door manufactories „	345 „	
2	Silk manufactories.. .. „	115 „	and women.
4	Silverware manufactories .. „	65 „	
7	Shirt manufactories .. „	145 „	and women.
18	Slipper manufactories .. „	213 „	and women.
23	Soap manufactories .. „	138 „	
38	Tanneries .. .. .. „	221 „	
1	Telegraph instrument manufactory „	16 „	
5	Trunk manufactories .. „	105 „	
2	Tool manufactories .. „	22 „	
2	Type foundries .. .. „	24 „	
8	Vinegar manufactories .. „	51 „	
5	Windmill manufactories .. „	15 „	
2	Wood and willow-ware manufactories „	65 „	
1	Wood preserving works .. „	24 „	
2	Woollen mills .. .. „	900 „	and women, many Chinese.
3	Yeast powder works .. „	45 „	

Labour Market.

There has been no material change in the past year; artizans of all descriptions have been kept pretty well employed, and for highly skilled labour, wages have been firmly sustained, with a trifling advance in some cases. It is a noticeable feature that there is now more discrimination displayed in regard to the skill of the mechanic, and this brings out a spirit of emulation, which has been kept down heretofore by the want of a thorough appreciation of ability and earnestness on the part of the employer. There has been so much building going on in this city that all labour connected with it has been constantly employed. All artizans work ten hours, except bricklayers, stonemasons, plasterers, ship carpenters, stevedores, and riggers. In the building of a large hotel, in which are employed over 1,000 workmen, the proprietors insist upon ten hours labour, which has resulted in strikes on two or three occasions; but the point has been carried by sending to the central and eastern States for men to supply the place of the discontented. There are employed at the present time in this building—

	At per Day. Dollars.
281 Carpenters	4
26 Masons	5
93 Hod carriers	3
200 Labourers	2
56 Plumbers .. .. 1 dol. (for boys) to	5
74 Gasfitters	2 to 5
10 Blacksmiths	2 to 4
56 Painters	3½
30 Watchmen	3
11 Riggers	3
9 Engineers	4
155 Plasterers	4
21 Lathers	2½

During the erection of the walls 1,300 men were employed.

In the past year we have had an addition to our Chinese population of over 9,000. For several months after the elections in 1873 there were no arrivals. It is estimated that there are over 100,000 Chinamen in the United States, and probably 80,000 of these in California and Nevada. San Francisco has at least 15,000, besides a number of women, who are chiefly prostitutes. The wages for domestic service range from 8 dol. (1*l.* 12*s.*) for a boy to 25 dol. or even 30 dol. per month for a really good cook or general servant. Farm and other labourers, where the work is hard, receive 1 dol. per day without board or lodging; and for picking and packing fruit, and in other comparative light employment, 75 c. per day is paid. Every foreman of a gang of Chinamen receives 5 per cent. of their wages. During the summer and autumn many thousands are employed in gathering fruit, and without their labour much of it would remain unpicked. The board of an ordinary Chinaman in San Francisco is 8 dol. (1*l.* 12*s.*) a month, and 6 dol. to 7 dol. is charged for a small room, but this last does not press hard on them, as several live in one room, and a bed will frequently have a succession of occupants during the twenty-four hours. The general idea is that six companies control in every way the immigration of their countrymen; but as far as I have been able to learn, and I have taken a good deal of trouble to get to the truth, they only do so to a very limited extent. The companies are formed for the purpose of aiding and assisting the immigrants when here, and suggesting the immigration or the contrary, as circumstances warrant, each company representing a certain district of China. Each company has an inspector or agent who visits all the ships arriving with passengers to look out for and take charge of the immigrants from the various districts, who are, with their luggage, carted off to the several establishments, where they remain till they are provided with employment, the companies keeping themselves well informed of the demand for labour at all points. The charge made is, I believe, 5 dol. per head, for which they are provided with a home until employed; this charge is collected, when possible, on their arrival, but if not then paid, is enforced later on. It has been supposed that these companies furnished the means to enable Chinamen to come to this country, but I am assured this is not the case, the necessary funds being supplied by parties making a regular business of it, who charge 250 per cent. for the loan when unsecured, except by the personal guarantee of the borrower, or 2 per cent. per month when the loan is protected by tangible security. How far the companies are able to protect the interest of the lenders, or to what extent they act as their agents, it is impossible to find out for certain; but they undoubtedly exercise a power, under an arrangement

with the steamship companies, to withhold the issuance of a passage ticket unless the applicant is furnished with a document from the president of his company, granting him permission to leave; and this power is considerable, from the disposition of the Chinese to return home, which is shown in the number of departures in the past ten years being nearly one-half of the arrivals, viz., 45,713 departures and 97,290 arrivals.

Railroads.

In 1873 the construction of railroads was almost suspended, but last year there was some little animation. The Southern Pacific Railroad was extended south thirty-two miles from Delano to Sumner, and twenty-nine miles were completed from Los Angeles to Spadra. The branch line from Los Angeles to Anaheim, twenty-one miles, has also been finished. A narrow gauge (three feet) line has been constructed from Sancelito, in Marin county, to Tomales, forty-nine miles, and is to be continued north. This road is the property of the North Pacific Railroad Company, and has been built without United States or State aid. A narrow gauge railroad has lately been completed from Salinas to Monterey, eighteen and a half miles, and another one is being built in the same neighbourhood from Watsonville to Santa Cruz. Altogether we have in the State 1,261 miles of broad gauge and forty-nine miles of narrow completed, and forty-five of the latter in course of construction.

Real Estate.

The sales of city property in 1874 were more numerous than in any year since the subsidence of the inflation which culminated with the completion of the Trans-Continental Railroad. The value of the sales in the past five years has been as follows:—

	£
In 1870	3,126,050
1871	2,543,550
1872	2,625,500
1873	2,476,750
1874	4,800,000

In the business centres prices were fully sustained, and in some instances an advance, and no inconsiderable one, established. Good residential property has found purchasers at some advance on the ruling prices of the previous two or three years, and there has been a good demand towards the close of the year for outside lands; but holders in desirable localities have held for higher prices, and thus checked sales. Notwithstanding the probable completion of Montgomery Avenue, the demand for property in the northern part of the city has continued inactive, the only sales of importance being confined to the extreme north-west. The new park is already assuming a very attractive appearance, and the streets leading to it are being rapidly built up. During the year there have been more buildings erected than in any previous similar period. All private residences are built of wood, are generally of an ornamental character, and fitted up with most of the modern improvements. Land in the southern part of the State has attracted great attention, and several "ranches" have been sold at what would have been considered a few years ago enormous prices,

generally for division and resale. Farms have been sold by auction at prices not warranted by their actual value for agricultural purposes, and I am inclined to believe that many of those recently sold will pass again to the seller, by a failure to pay more than the first instalment, which does not usually exceed 20 to 25 per cent. Good farming land is gradually increasing in value all over the State. The value of land varies from 8*s*. an acre in remote parts, to 20*l*., and even 25*l*. in the neighbourhood of the neighbourhood of the Bay of San Francisco, and in some parts of Santa Cruz and Monteney counties. Government land can be bought at 5*s*. an acre; but there is little to be got, except of very poor quality, or in very out of the way places.

Mint Returns.

The coinage in the branch mint of this city during the past three years, is given in the following table:—

	1872.	1873.	1874.
	Dollars.	Dollars.	Dollars.
Double eagles (20 dol. gold) ..	15,600,000	20,812,000	24,375,000
Eagles	173,000	120,000	50,000
Half-eagles	202,000	155,000	35,000
Quarter-eagles	25,000	67,500	..
Half-dollars (silver)	290,000	116,500	197,000
Quarter dollars	26,250	39,000	98,000
Dimes (10 cents)	19,000	45,500	24,000
Half-dimes	36,350	16,200	..
Dollars (silver)	..	700	..
Trade dollars (silver) for China and Japan	..	703,000	2,550,000

State Finances.

	Dol.	c.
December 1, 1875, balance on hand	788,277	90
Received from December 1, 1873, to November 30, 1874	4,233,342	34
Total	5,021,620	24
Paid Controller's Warrants from December 1, 1873, to November 30, 1874	3,963,965	21
Balance on hand December 1, 1874 ..	1,057,655	03

Distributed as follows:—

	Dol.	c.
General Fund	57,531	10
School Fund	34,105	99
Interest and Sinking Fund, 1857	732,603	95
State Capitol Fund	13,561	19
Military Fund	488	63
Soldiers' Bounty Interest Fund	212	06
State Normal School Building Fund	1,092	25
State School Land Fund	13,053	84
State University Fund	1,116	69
Library Fund	12,318	93
Hospital Fund	16	34
Supreme Court Library Fund	2,155	25
Insane Asylum Fund	11,876	47
Swamp Land Fund	672	07
Interest and Sinking Fund	283	67
Harbour Protection Fund	3,309	95
War Bond Fund	8,871	83
Wharf and Dock Fund	153,499	43
Capitol Special Fund of 1872	20	25
Election Reward Fund	574	85
Swamp Land District No. 1	90	88
" " 2	36	15
" " 5	1,172	20
" " 8	60	40
" " 18	1,816	87
" " 38	66	60
" " 41	0	44
" " 45	9	85
" " 46	152	59
" " 49	18	70
" " 51	34	08
" " 59	27	29
" " 5, Sinking and Interest Fund	61	47
Estate of Deceased Persons Fund	6,692	78
Total	1,057,655	03

State Debt, December, 1874.

	Dol.	c.	Dol.	c.
Outstanding bonds—				
Seven per cent. Bonds of 1857	755,000	00		
" " 1860	95,000	00		
" Soldiers' Relief Bonds	107,000	00		
" Capitol Bonds of 1870	250,000	00		
" " 1872	250,000	00		
Six per cent. Bonds of 1873	2,555,000	00		
			4,012,000	00
Outstanding Controllers' Warrants—				
General Fund	1,121,747	37		
State Capitol Fund	878	43		
Military Fund	175	00		
Normal School Building Fund	243	96		
School Land Fund	1,442	60		
Hospital Fund	16	34		
Capitol Special Fund	20	25		
			1,124,523	95
Total			5,136,523	95

Assets held by the State, December 1st, 1874—

	Dol	c.
Bonds held in trust for School Fund	1,612,500	00
Bonds held in trust for University Fund	811,500	00
Balance of cash on hand	1,057,655	03
Total	3,483,655	03

Only 148,500 dol. of the bonds of 1857 are interest bearing, all up to No. 3,509 are called in, and the money for their redemption is on hand in the Treasury. The taxes now being collected, and due to the State in January next, are expected to pay all the outstanding controller's warrants, and leave enough in the Treasury to pay the current expenses for months to come.

City Finances.

Receipts.

	Dol.	c.
Balance at credit of city and county of San Francisco, June 30, 1873	342,186	22
Receipts during the year	3,712,551	28
Total	4,054,737	50
Balance at credit of State of California, June 30, 1873	9,501	93
Receipts during the year	1,127,676	94
Total	1,137,178	87
Special Redemption Fund—		
Balance at credit of Special Redemption of State and County Taxes, June 30, 1873..	2,462	81
Receipts during the year	3,811	07
Total	6,273	88
Montgomery Avenue Fund—		
Balance to credit of Montgomery Avenue Fund, June 30, 1873	14,347	42
Receipts during the year	567,716	00
Total	582,063	42
Street Assessment Fund—		
Balance to credit of Street Assessment Fund, June 30, 1873	1,475	36
Receipts during the year	50,535	42
Total	52,010	78
City Hall Fund—		
Balance to credit of City Hall Fund, June 30, 1873	3,451	01
Receipts during the year	293,381	84
Total	296,832	85

DISBURSEMENTS.

	Dol.	c.
Audited demands paid during the year	3,545,433	58
Warrants of Montgomery Avenue paid during the year	957	75
Warrants of Montgomery Street South paid during the year	1,114	09
Balance	507,238	08
Total	4,054,737	50
Settlement with Controller of State during the year ..	1,137,178	87
Special Redemption Fund—		
Disbursements during the year	3,292	11
Balance	2,981	77
Total	6,273	88
Montgomery Avenue Fund—		
Warrants of Montgomery Avenue paid during the year	486,056	89
Balance	96,006	53
Total	582,063	42
Street Assessment Fund—		
Warrants of Street Assessment paid during the year	50,851	25
Balance	1,159	53
Total	52,010	78
City Hall Fund—		
Warrants of City Hall paid during the year ..	269,211	33
Interest on warrants paid during the year	21,698	31
Balance	5,923	21
Total	296,832	85

Funded Debt of the City and County of San Francisco.

Year of Issue.	When Due.	Rate of Interest.		Bonds Outstanding, June 30, 1874.	Sinking Fund raised Annually	Amount Sinking Fund on hand, June 30, 1874.
		Per cent.		Dollars.	Dollars.	Dollars.
1855	January 1, 1875 ..	6	.. ..	157,500	..	116,026
1858	January 1, 1888 ..	6	.. ..	590,000	About 42,000	2,200
1862-3	1877-8	7	San Francisco and San José Railroad ..	115,000	„ 28,000	800
1863	October 1, 1883 ..	7	Judgment	473,500	50,000	3,100
1864	June 1, 1884.. ..	7	„	11,000		
1864	July 1, 1894	7	Central Pacific Railroad	377,000	None	..
1865	May 1, 1895	7	Western „ „	250,000	„	..
1866-7	April 1, 1881 ..	7	School	197,000	About 20,000	46,700
1667	October 1, 1887 ..	7	Judgment	246,000	„ 17,000	1,100
1870	June 1, 1890.. ..	7	School	285,000	„ 15,000	38,800
1872	June 1, 1882.. ..	7	„	100,000	„ 10,000	14,400
1872	July 1, 1897.. ..	6	Park Improvement ..	150,000	None	..
1871	November 1, 1891 ..	6	Hospital	170,000	About 11,000	8,000
1873	July 1, 1893.. ..	6	„	40,000	„ 2,000	
1673	1898	6	Park Improvement ..	75,000	None	..
1674	1904	6	„ „ ..	125,000	„	..
Total	.. ..	..	.. ..	3,362,000	195,000	231,126

The assessed value of real and personal property for the fiscal year ending 30th June 1874, was 212,407,505, and the total tax 60 per cent. thereon.

Public Schools.

There are 47 public schools in the city, with 482 teachers, and an average daily attendance of 24,386 pupils. The expense of the school department last year, was 689,122 dol., equal to 21½ per cent. of the total expense of the city government.

Population.

The accession to our population by arrivals over departures in the past year has been 47,810, including Chinese. In the past ten years, the arrivals, including Chinese, have exceeded the departures by 202,696.

Since the commencement of the year, we have had on the whole favourable weather for our crops, and with a fair amount of rain during the next two months, we shall have an enormous quantity of wheat for export.

San Francisco, February 12, 1875.

SAN FRANCISCO.

Report by Consul Booker on the Trade and Commerce of Oregon, for the Year 1874.

During the year there has been a notable increase in the exports of cereals and salmon, though the prices realized have been much lower than for some years past, and results unremunerative to the producer. The direct exports to foreign countries have been greatly extended, and most of the tonnage has entered direct.

Wheat.

The surplus available for export of the harvest of 1874, has been determined to be about 100,000 tons, and the fluctuations in market value have been as follows, prices quoted are per cental:—

	Dol.	c.
In January	1	87½
February	1	65
March	1	62½
April	1	70
May	1	65
June	1	65
July	1	45
August	1	37½
September	1	40
October	1	35
November	1	35
December	1	37½

Exports during the Year.

	Quantity.	Value.
	Centals.	Dollars.
To Great Britain	1,546,641	2,165,300
British Columbia	815	1,233
Sandwich Islands	223	330
San Francisco	121,971	170,759
Total		2,337,622

The rapid increase in exports is shown in the following table of exports (in centals), for the past six harvest years, ending 31st of July of each year:—

To—	United Kingdom.	British Columbia.	Australia and Sandwich Islands.	San Francisco.	Total Centals.	Value.
						Dol.
1868–69	18,183	7,779	8,614	34,840	69,416	103,755
1869–70	11,686	3,614	347	51,842	67,489	101,294
1870–71	201,080	847	...	36,271	238,198	471,933
1871–72	243,108	602	...	202,663	506,373	1,097,001
1872–73	609,865	1,363	...	55,494	666,722	1,060,878
1873–74	1,028,444	4,908	105	360,853	1,394,310	2,788,620
August 1st to December 1st, 1874	1,016,082	...	...	2,450	1,018,532	1,468,143
Same time, 1873 ...	438,572	...	...	264,368	702,940	1,396,634

Flour.

Market values during each month of 1874, per barrel of 196 lbs. Extra flour :—

	Dol.	c.
In January	6	50
February	6	00
March	5	75
April	5	50
May	5	50
June	5	50
July	5	25
August	5	00
September	4	75
October	4	75
November	4	50
December	4	25

Exports during the Year.

	Quantity.	Value.
	Barrels.	Dollars.
To Great Britain	96,964	554,868
British Columbia	9,849	53,442
Brazil	10,091	40,336
China	6,871	25,036
Sandwich Islands	2,385	11,318
San Francisco	113,378	627,683
Total	239,538	1,312,683

Table showing comparative exports of flour during the past six harvest years, ending 31st July.

	United Kingdom.	British Columbia.	Australia.	Brazil.	Sandwich Islands.	China.	San Francisco.	Total Barrels.	Value.
	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.	Dol.
1868–69	200	22,172	1,185	...	1,533	...	82,581	107,671	483,957
1869–70	...	14,263	...	...	737	3,424	164,574	182,998	958,223
1870–71	6,836	11,593	...	5,436	2,124	4,957	164,673	195,624	1,075,014
1871–72	...	18,060	...	...	815	10,978	138,055	167,908	1,028,351
1872–73	...	20,632	...	...	1,352	26,691	96,568	145,293	686,246
1873–74	84,600	10,705	...	...	2,113	...	132,793	230,211	1,218,473
August 1st to December 31st, 1874	38,144	2,264	...	10,091	535	6,871	16,477	74,382	318,996
August 1st to December 31st, 1873	28,511	7,429	...	...	294	...	46,259	82,492	488,663

Oats.

The market values during each month of the year, per cental, were as follows:—

	Dol.	c.
In January	1	25
February	1	25
March	1	25
April	1	20
May	1	20
June	1	25
July	1	15
August	1	12
September	1	10
October	1	12
November	1	10
December	1	25

	Centals.
Exports to San Francisco	170,261
„ Sandwich Islands	1,248
„ British Columbia	1,006
Total	172,515

Barley.

This cereal is only cultivated to a small extent. Prices during the year have been as follows per cental:—

	Dol.	c.
In January	1	45
February	1	45
March	1	45
April	1	45
May	1	45
June	1	50
July	1	50
August	1	45
September	1	45
October	1	37½
November	1	37½
December	1	40

Flax.

Has been grown to some extent, and small shipments of fibre have been made to the United Kingdom; of surplus seed, over and above the wants of the local oilmill, 1,200 tons have been exported to San Francisco.

Salmon.

Last season's catch was an enormous one, and the average "take" by thirteen existing canneries was 15,000 fish per night for twenty-six nights. It has been estimated that during the season 1,150,000 salmon were taken, weighing on an average 16 lbs. each, of which about 950,000 were canned fresh, and the remainder salted and barrelled, The following table shows the increase during the past three years; the figures are only approximate, as it is impossible to procure reliable statistics:—

Year.	Number of Salmon Canned.	Lbs. Canned.	Number of Cases.	Number of Salmon Salted.	Lbs. Salted.	Number of Barrels.	Value of Fish Canned.	Value of Fish Barrelled.	Total Value.
	No.	Lbs.	No.	No.	Lbs.	No.	Dol.	Dol.	Dol.
1872 ...	170,000	2,700,000	56,250	162,500	2,600,000	13,000	432,000	117,000	549,000
1873 ...	360,000	5,760,000	120,000	215,000	3,390,000	16,950	840,000	135,000	975,000
1874 ...	900,000	14,400,000	300,000	250,000	4,000,000	20,000	1,500,000	140,000	1,640,000

Owing to the enormous increase of production, the market value of both canned and salted has been much lowered. The average price has not been over 1 dol. 40 c. per dozen 1-lb. cans, and for salted 7 dol. 50 c. per barrel of 200 lb., this season.

Exports of Canned Salmon in Cases.

	Quantity.	Value.
	Cases.	Dollars.
To Australia	3,590	24,500
Sandwich Islands	1,230	8,600
San Francisco	276,155	1,380,775
Total	280,885	1,413,885

Exports of Salted Salmon in Barrels.

	Packages.	Barrels.	Half barrels.
To China	234	..	..
Sandwich Islands	1,395	1,795	..
San Francisco	1,709	8,205	4,017
Total	3,338	10,000	4,017

Total 17,355 packages, representing a value of 95,000 dol.

Wool.

The clip of 1874 was estimated at 2,300,000 lbs., and the consumption by local mills at 600,000 lbs. The following amounts were exported viâ San Francisco during the past four years :—

	Lbs.
In 1871	921,000
1872	1,175,600
1873	1,666,300
1874	1,721,780

The average price during the year was 25 c. per lb.

LUMBER.

Exports to—	Quantity.	Value.
	Feet.	Dollars.
Australia	1,102,000	14,264
China	824,000	6,729
Sandwich Islands	132,000	1,188
Total	2,058,000	22,181

Besides the above, all the coasters from Astoria and many from Portland took full cargoes for San Francisco, but owing to their sailing under license, and not clearing at the custom-houses, there is no means of determining the quantities thus exported.

IRON.

There is one blast furnace in the State of the capacity of 10 tons per diem; the production during the past year amounted to 1,813 tons, the principal portion of which was shipped to San Francisco. The iron is a fine quality of soft pig.

COAL.

The mines of Coos Bay have exported during the year 44,857 tons, an increase of 6,791 tons over that of the previous year. The imports from British Columbia have been 987 tons, of the value of 5,439 dol.

TREASURE.

The shipments through Wells, Fargo, and Company's Express Agency, have been as follows:—

	Dollars.
Bullion	384,146
Coin	1,420,620
Currency, gold, notes, and bonds	225,394
Total	2,030,160

IMPORTS.

The value of imports received from foreign countries in 1874 amounted to 491,399 dol., and the duties at the Portland custom-house to 202,214.

SHIPPING.

I give below statements showing the direct and indirect trade at Portland, in British ships, in the year 1874.

Return of British Shipping at the Port of Portland, Oregon, in the Year 1874.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.								Cleared.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
3	12	15	1,829	9,200	11,029	285	£ 14,285	57	...	57	36,186	...	36,186	926	£ 388,800

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.								Cleared.							
Countries whence Arrived.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.	Countries to which Departed.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
Sandwich Islands ...	1	...	1	324	...	324	12	£ 4,982	Brazil	1	...	1	600	...	600	16	£ 8,073
Argentine Republic	...	11	11	...	6,031	6,013	160	...									
Uruguay	...	7	7	...	4,699	4,699	111	...									
Brazil	...	4	4	...	2,448	2,448	65	...									
Chili	...	2	2	...	1,113	1,113	28	...									
Peru	...	3	3	...	1,950	1,950	54	...									
Mauritius	...	1	1	...	833	833	20	...									
Japan	...	2	2	...	1,137	1,137	30	...									
Five vessels coastwise, 3,146 tons ...	...	...	...	...	...	...	...	...									
Total	1	30	31	324	18,193	18,517	480	4,982	Total	1	...	1	600	...	600	16	8,073

In the same period there arrived, from foreign ports, twenty American ships, measuring 11,766 tons, ten foreign ships measuring 4,517. The clearances in the year comprised :—

	Vessels.	Tons.
To Great Britain	74	46,673
British Columbia	10	6,730
Sandwich Islands	2	2,449
China	3	1,977
Australia	2	1,586
Brazil	1	600
Total	99	60,015

I give below the tonnage of British shipping arrived at Portland for the past four years.

	Vessels.	Tons.
In 1871	6	3,925
1872	12	7,157
1873	25	16,122
1874	46	29,546

ARRIVALS and Departures from Astoria of Vessels which did not come to Portland.

ENTRANCES.

	Vessels.	Tons.
American vessels coastwise	21	7,769
Foreign „ „	1	1,125
American vessels from foreign ports ..	2	1,920
Foreign „ „ „ ..	2	2,538
Total entrances	26	13,352

CLEARANCES.

	Vessels.	Tons.
American vessels coastwise	21	7,183
„ „ to United Kingdom ..	2	2,506
Foreign „ „ „ ..	2	2,472
Total clearances	25	12,161

	Vessels.	Tons.
Total entrances at Portland and Astoria..	240	168,845
Total clearances	200	160,533

Ship Building.

Besides various small craft and river steamers built at various points during the year, there were built at Coos Bay one ship of 1,200 tons, costing 80,000 dol., and one schooner of 243 tons, costing 18,000. dol.

Freight.—The average rate of freight for charters on the spot during the harvest season has been 3*l.* 5*s.* for Liverpool. A large proportion of tonnage arrived at Portland was chartered before arrival at extreme figures in anticipation of high rates being the rule. Rates of freight during the entire year have been: highest, 5*l.* 10*s.*; lowest, 2*l.* 17*s.* 6*d.*, for Liverpool.

Improvement of Rivers.

Many of the obstructions to the navigation of the Columbia and Willamette rivers hitherto existing have been either partially or entirely removed. Vessels can now load at Portland to 16 feet at all stages of the water. At the "Hog's Back" a bar in the lower Columbia River which formerly caused much inconvenience to shipping coming up the river, a new channel was dredged out, which enables vessels drawing 21 feet of water, to pass over at high water without risk of touching. The channel is marked by an iron beacon and black and white buoys. At St. Helen's Bar, on the Columbia River, surveys are continued and the channel kept open by dredging. At the mouth of Willamette bar, the channel has been reopened by a cut of 450 feet in length, by 120 in width, and to a depth of 17 feet. At Post Office bar, four miles up the Willamette River, the channel has been deepened by a cut 776 feet in length by 30 feet in width, and to a depth of 17 feet; it is marked by red and black buoys. It is proposed to permanently improve these channels by the construction of a breakwater across Percy's Slough, near the mouth of the Willamette River, thereby preventing the filling up of the channels by the deposit of sand and mud at high tide. On Sand Island, at the mouth of the Columbia River, two days beacons have been erected, and on Point Adams, south of the entrance to the Columbia River, a lighthouse and fog-signal have been erected. At Astoria, vessels can load to their full draft, as there is 24 feet of water on the Columbia Bar at mean low tide, and 30 feet at mean high tide.

Pilotage.

There is only one steam pilot boat regularly employed on the Columbia Bar, subsidized by the State, but a second is often called into requisition. Complaints have been made of the inefficiency of the pilot service, and strong efforts have been and are being made to improve the system and cause the least possible delay to vessels entering the river. As, however, the pilots are at present only compelled by law to go one mile beyond the outer buoy, masters of vessels should be informed of this, that they may approach as closely as they safely can, and so avoid delay in procuring a pilot. There is some ground for the belief that in many instances they keep too far away for the pilot boat to sight them.

San Francisco, March 10, 1875.

SAVANNAH.

Report by Consul Elmore on the Trade and Commerce of Savannah for the Year 1874.

THE chief articles of export to Great Britain direct from this State are cotton and timber.

The importations consist of coals, salt, guano, and other fertilizing manures.

The exports coastwise are of the same nature, with a few minor articles, such as rosin, pitch, and pine products; and the importations consist of breadstuffs, provisions, fruits, hardware, clothing, woollen and cotton. Most of these articles are produced or manufactured in the United States. The import duties levied on such articles of foreign manufacture make selling prices too high for this market.

SHIPPING AND NAVIGATION.

The commerce of this port has greatly increased during the few years since the war, and with it the export trade and shipping to Great Britain; and as this increase has been steady, there is every reason to believe that it will continue to increase in the same or in a higher proportion.

The many increased means of transit and communication with the agricultural districts, and the remarkable facilities enjoyed by this port for shipping and loading cotton, &c., and the comparatively small cost of doing so, has made Savannah the second cotton port in the United States, New Orleans being the first. I have appended a table in which the increase of shipping and commerce alluded to is clearly indicated, stating the number of foreign vessels which have entered from foreign ports from the year 1866. As will be seen, a very large proportion of these were British vessels.

FOREIGN Vessels entered at the Port of Savannah from 1866 to 1874.

Year.	Number of Vessels.	Tonnage.
1866	66	42,350
1867	71	68,052
1868	91	73,905
1869	112	89,621
1870	118	84,192
1871	177	105,730
1872	205	116,518
1873	223	142,130
1874	294	185,500
Totals	1,357	908,098

British Vessels entered at the Port of Savannah from the Year 1866 to 1874.

Year.	Number of Vessels.	Tonnage.
1866	59	38,654
1867	66	52,846
1868	82	65,623
1869	105	82,946
1870	103	69,732
1871	135	99,355
1872	132	90,967
1873	145	99,248
1874	168	122,377
Totals	995	721,748

Return of British Shipping at the Port of Savannah in the Year 1874.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.							Cleared.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
27	77	104	19,086	58,118	77,201	1,710	£ Unknown.	95	2	97	71,035	1,691	72,726	1,589	£ 2,314,589

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.								Cleared.							
Countries whence Arrived.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.	Countries to which Departed.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
Argentine Republic ...	...	3	3	...	1,141	1,141	29	£ Unknown	Argentine Republic	5	...	5	3,218	...	3,218	64	£ 7,263
Belgium	1	13	14	288	11,682	11,970	222		Brazil	2	...	2	893	...	893	22	2,466
Brazil	...	3	3	...	1,898	1,898	40		Buenos Ayres ...	2	...	2	915	...	915	21	2,601
Buenos Ayres ...	...	7	7	...	3,754	3,754	75		France	5	...	5	3,424	...	3,424	65	174,466
Denmark	...	6	6	...	3,242	3,242	74		Germany	3	...	3	2,669	...	2,669	44	88,897
France	...	7	7	...	6,440	6,440	119		Holland	1	...	1	912	...	912	19	35,804
Germany	...	8	8	...	7,505	7,505	130		Italy	1	...	1	320	...	320	9	12,000
Holland	...	2	2	...	1,536	1,536	30		Russia	4	...	4	2,980	...	2,980	61	137,969
Portugal	...	1	1	...	566	566	14		Spain	1	2	3	667	1,015	1,682	37	31,240
Spain	...	2	2	...	1,489	1,489	31		Sweden	2	...	2	641	...	641	18	24,103
United States ...	1	10	11	1,187	4,443	5,635	120		United States ...	...	49	49	...	32,678	32,678	701	...
Total	2	62	64	1,475	43,701	45,176	884	...	Total	26	51	77	16,639	33,693	50,332	1,061	516,809

The continued increase of British tonnage apparent in these returns is very satisfactory. Since the year 1866 the increase has been going on until this year, when the number of British vessels leaving this port has been 177, with a tonnage of 123,058 tons, and cargoes to the value of 3,231,398*l.*

Forty-nine vessels have cleared in ballast for ports in the United States; that is to say, that they have chartered to convey cargoes from neighbouring ports to Great Britain chiefly.

A very considerable number of vessels arrive at Tybee, the mouth of the Savannah River, about 18 miles distant, either for orders or to seek freight; many of these do not enter this port, and are consequently not included in the return of vessels. I have not been able to ascertain the exact number, but I am led to believe that it exceeded fifty during the past year, and these are vessels of large tonnage.

Agricultural Products.

Cotton.—It will be of advantage to report on this product from the commencement of what is called here, the season, that is, the crop resulting from the planting of the spring of 1873, which is brought to market in September of the same year, as it gives a more definite idea of what is called a cotton crop. Notwithstanding rumours of great damage to the crop from caterpillars, rain, and other causes, it was generally supposed that the crop would be good, and prices opened in September, 1873, at a very fair rate, 16 c. to 17 c. per pound for middling uplands, but the panic and consequent scarcity of money had, at the end of 1873, caused the price of cotton to be very much depreciated, and this, together with the very large quantities which were forced on the market by the necessities of the planters, had brought the price of middling cotton, in November, down to 12 c. or 13 c., and, indeed, it was in many cases sold at almost any cash price which could be obtained.

The receipts during the two weeks previous to the commencement of the year were almost the largest on record. Although this state of things was highly unfavourable to the planters, it tended to alleviate the distress in this district caused by the panic, for it attracted money to the market, and the result was to strengthen prices.

The panic gradually died away, as far as this market was concerned, and prices moved slowly upward until about the middle of May, when they had reached 17 c. to 18 c., after which time, foreign markets being well stocked, prices slowly declined until the end of the season, at which time this downward tendency had amounted to about 2 c. for middling cottons.

The receipts at this port for the cotton year ending September 1st, 1874, were 659,488 bales of uplands and sea islands, being an increase of about 40,000 bales on last season.

The exports for the same time amounted to 656,133 bales, of which 429,571 bales were exported to foreign countries. The remainder 226,562, having been shipped to various coastwise ports of the United States.

Of the foreign exports, 242,943 bales went to Great Britain, 38,425 to France, 56,700 to Germany, 50,096 to Russia, 17,628 to Spain, 13,926 to Sweden and Norway, 7,640 to the Netherlands, and 2,219 to Italy.

During the last four months of the year 1874, the receipts of cotton at this port have been as follows: 422,895 bales of uplands, and 3,900 bales of sea islands; while the foreign exports have been: to Great

Britain, 148,460 bales of uplands, and 572 of sea islands; to France, 18,859 bales of uplands, and 259 of sea islands; to other countries, 5,167 bales of uplands.

Timber Trade.

The money panic of last year was very disastrous to this branch of industry, affecting it more seriously than any other department of southern trade. This was due in a great measure to the fact that the railroads of the whole country were compelled to economize, and in most instances to discontinue purchases of material for improvements, and adding to their rolling stock. The effect of this on the demand for pitch pine will be observed when it is remarked that most of the rolling stock of all the railroads in the United States is made of this wood, and that most of the bridges and trestle works are made of it.

It is estimated that in an ordinary business year it will require 25,000,000 to 30,000,000 feet of pitch pine to repair annual destruction and decay, without counting anything for new cars or new railroads.

With the panic this trade stopped suddenly, and almost completely, together with the postponement, or abandonment of many projected buildings.

Following the panic came the agitation of the currency question, and a succession of 'strikes' all over the north, making builders afraid to take contracts. Added to this there was a general financial distrust. The enormous production of the southern States had began to tell on the price and demand before the panic, and as the production continued and the demand ceased, the markets of the world became glutted. Large quantities of timber were shipped to South American ports at enormous rates of freights, the markets were flooded, and shippers were heavy losers. The winter and spring of 1873 and 1874 were gloomy days for the lumber trade, and the only activity was for ship building purposes. Mill men continued sawing, rather than stop, and feed a large number of mules, hoping that the hard times would pass away soon. Matters were thus made worse, and prices declined under the pressure, until they reached the lowest point since the war. By the beginning of summer there was literally no business, and shippers were unable to get advances on anything, and the mills were most of them compelled to stop. But since matters have mended, and considering the circumstances, the exports amount to a fair figure, as follows:—

General Exports for 1874.

Timber and plank exported coastwise, 32,479,620 superficial feet, exports to foreign countries, 19,761,383 feet, very little of which forms part of direct British trade, during the year 1874.

Rice.—Savannah is one of the principal markets for rice; little, however, is exported direct to Great Britain from this port, the greater part is forwarded coastwise, and from there the shipments to England are made. It is interesting to visit the rice mills, two of which are in Savannah, and witness the working of the peculiar machinery required for beating the chaff or husk from the grain, as well as the other apparatus about the establishment. Rice, like cotton, is a tender plant, requiring much care and attention in its cultivation. Much rice is lost by freshets and other causes. The average yield per acre is about 40 bushels, weighing from 40 to 48 lbs. to the bushel. The rice plantations are generally unhealthy, from the malarious influences inseparable from their locations, negro labour being the only kind

employed. The grain, after being thrashed out, is put in sacks and brought in barges, worked by negroes, to the city. Sometimes the rice is placed on the barges loose, or in bulk. It is amusing to observe the negroes unloading at the mill; with the love of music characteristic of the race, they sing at this, as well as every other thing at which they are employed. The rice is raked into bushel tubs, and taken off by hands in the barges, from which it is emptied into baskets, which are handed up to women on the wharf. A white man superintends the work, keeping account of the number of bushels. An old negro, who is generally the leader of the gang, assists the women in raising the baskets to their heads, keeping time and account by chanting a monotonous song.

The quantity of rice raised during the year 1874 was 23,700 casks, or 520,000 bushels, of which 15,000 casks, or 330,000 bushels, were exported coastwise, the average price of sales being 1 dol. 75 c. (about 6*s.* 6*d.*).

Public Works and Private Enterprizes.

The state of the Savannah River has given some anxiety to masters of vessels, for from want of proper dredging there has been some difficulty for larger vessels with cargoes getting past certain parts where silts have formed, but vigorous measures have of late been adopted, and dredging machines are again in full work. Engineers have been sent here, and Congress has given a grant of 15,000*l.* for this work. The State of Georgia has also made a grant for clearing the river from these obstacles to navigation, so that in a few months there will be no difficulty whatever in the way of the largest craft. It is time that active measures should be taken, for Savannah is nothing without a good water-way for shipping, and its commercial prosperity would soon have been seriously damaged had active measures been long delayed.

The cotton mills recently established at Atlanta and the neighbourhood are remarkably successful; they were established by companies, and have this year paid 20 per cent. dividend to the shareholders. At present the productions are cotton yarn for sheeting, &c., but others are in process of construction in which the finer qualities of Uplands and Sea Island cotton will be worked, with a prospect of the most satisfactory results. The yarn at present produced is eagerly purchased, and is very far from supplying the demand for it. The Atlantic Paper Company, which was established during the early part of the year, is now in full tide of successful operation. Its business is increasing rapidly, and its manufactures of wrapping-paper from rice straw, and the usual grades of manilla from bagging, find ready sale, and are rapidly supplanting northern goods of the same line. The consumption reaches four tons of straw per day, thus making valuable a hitherto almost worthless article. The paper is sold from Boston to New Orleans, and the demand for it is the best evidence of its quality.

Another important enterprize which is proving valuable and of great commercial benefit is the Tybee Telegraph Company, whose lines connect our city with the mouth of the river.

At no distant day Tybee will probably be the port of call for the South Atlantic and Gulf coasts, as shipping can from there communicate with any part of this country or Europe. Its business is rapidly increasing. A great many British and other vessels call at Tybee for orders or seeking freight, many of which come up to this port, others continue on to other places.

The State of Georgia suffered severely in the late war, and many years must pass before it numbers as many wealthy landowners as

existed previously. But every year is adding to the wealth of this State, which fortunately has not been so much affected by the political misfortunes which have afflicted and still afflict other of the Southern States. Labour is obtainable at a rate which will permit the planter to make a paying crop. But this question of labour is a very serious one for the consideration of the employers. The negro population here and almost everywhere in the south has decreased very greatly since emancipation,—decreased not only in numbers but in physical strength from want of care and insufficient food and lodging. They were thrown on their own resources, and suffered more than can be supposed by those unacquainted with these States.

Darien.

The trade of Darien is almost confined to timber, and although affected by the late panic, the falling-off of the trade has not been so great as was apprehended. This trade is large with Great Britain. During the past year eighty-seven British vessels, with an aggregate tonnage of 51,089 tons, arrived, while the cargoes carried away during the same time in British vessels amounted to 34,763,886 feet of timber, valued at 104,291*l*. The total exports under all flags for the year 1874 were 253 vessels of 108,861 tons, carrying 77,728,150 feet of lumber and timber, valued at 233,185*l*. The total exports to Great Britain were 52,985,957 feet of timber and 5,551,519 feet of lumber; to other foreign countries 5,185,170 feet of timber and 2,701,153 of lumber, while the remainder was shipped coastwise to American ports.

Savannah, February 19, 1875.

URUGUAY.

COLONIA.

Report by Vice-Consul Wilson on the Trade of Colonia for the Year 1874.

During the past year there has been no direct exportation from this port to those of the United Kingdom, and with the exception of some cargoes of wool and sheep skins for Antwerp and Havre, and for Boston, U.S.A., the rest of the produce of this department has gone to Monte Video in coasting schooners. At the commencement of the season business in wool was brisk, and very extreme prices were paid for good wool, from 40 to 43 rials per arroba, of 25 lbs., being the current prices, at which figures the bulk of the wool of this district has been sold, costing, free on board, from 45 to 48 rials per 25 lb., but during the month of December business was suspended, and a lower rate established. It is generally calculated that the clip of wool this year will produce 25 per cent. less in quantity than last, though it is in superior condition from the excessive rains during the winter months; it being estimated by the Rural Association that, during the last three years, farming stock has decreased in Uruguay, 6,000,000 of sheep and lambs, 2,500,000 cattle, and 100,000 mares and horses. Of the sheep stock especially, a large percentage will belong to the Colonia departmens, it being one of the most heavily stocked.

Colonia, December 31, 1874.

MONTE VIDEO.

Report by Consul Munro on the Trade and Commerce of Monte Video for the Year 1874.

The commercial condition of the Republic of Uruguay has become of late years more and more unsatisfactory. The reckless speculation, and large investments of capital in property in and about the capital, induced by an abundant circulation of forced paper currency seven years ago, and now unsaleable, the constant exportation of gold, and the withdrawal by its redemption from the circulation of the remainder of the guaranteed paper money, with whatever other may have been the conducing causes, have effected such a serious deficiency of money, that for the last two years, to those who have been obliged to take it up to meet engagements, the price has been ruinous, and when the best signatures, requiring temporary accommodation, can only obtain money at 1½ to 2 per cent. monthly, the commercial health of the place cannot be sound.

With the commercial houses, the year 1874 has brought to many but the termination of a struggle for life, and several of the oldest established and best respected commercial firms in Monte Video, have had to close their doors, and it may be said of the most substantial, and most prudent, that for the last two years, they have made nothing.

The year 1874 has also been one of adversity for the wool growers, epidemic, and an unusually severe winter having reduced the stock of sheep in many parts of the Republic by 40 per cent. Cattle have also suffered, but not in the same proportion, and the high prices prevailing throughout the year for the butter, have to the estancieros, fortunate enough to possess them, counteracted the heavy decrease in their sheep stock.

The has also been during the last winter, an extensive mortality among horses, that died apparently from starvation, the rains not having come seasonably, there was no grass, or it was unwholesome, and like the sheep, they have died of emaciation.

The death or robbery of horses twelve years ago, was little cared for, but from the prodigious consumption and waste of these useful animals during the continued civil war, for the nine years previous to the peace of 1872, when both the Government troops and their opponents robbed the estuncieros of their horses without reason or mercy, their number has diminished to such a point, that it is little exaggeration to say that their value now, in comparison with what it was in 1860, is about in the proportion of pounds sterling with dollars.

Imports and Exports.

In previous commercial reports, and especially in that of last year, I have spoken of the geographical advantages and disadvantages of the Republic of Uruguay, of its climate and soil, and I have in more than one report, detailed the principal articles of importation, with their deviation, and the republishing the same matter yearly, is, I con-

ceive, an unnecessarily constant repetition of material that can be obtained by reference to the printed reports of former years.

There being no manufactories in the Republic, there is no corresponding importation of machinery and its appurtenances, and there is no mining machinery as yet imported; but with the exception of such specialities, the importation is of a general character, and for railways, mills, and other purposes, a considerable amount of serviceable machinery is imported from England and the United States; and the raw iron brought from England to be worked into shape here, comes in large quantities, forming an item of consideration in the list of imports, and its use extending itself yearly.

This report, having to be despatched so early in the year as the month of January, from the unprepared state as yet of any of the custom-house data, with respect to the last year's exportation, and the failure in regularity of the source from which I have formerly collected information, I am not able to state the value of exports in 1874, but I have been informed by the laborious and highly inellectual head of the newly established Statistical Board, Monsieur Vaillant, that the value of the exportation from the Republic during 1874 may be fairly estimated at 10 per cent. less than that of 1873, which would make it in round numbers about 3,000,000*l.*

The declension in the value of importations passing through the custom-houses of the Republic in 1874, has been more decided than the decrease in the exportation; but the quantity of goods smuggled into the country, to the great injury of the revenue, and the legitimate traders, has notoriously much increased.

Custom House Revenue.

The following reference to the custom-house returns of receipts at the port of Monte Video, during the last three years, shows a falling off in 1874:—

	Dollars.
In 1872, the custom-house receipts were	6,417,812
1873 „ „	6,478,209
1874 „ „	5,664,611

Exhibiting a decrease in 1874 of 813,593 dol., or about 173,104*l.*, as compared with the year before.

In addition to the above returns of the custom-house receipts, have to be noted the duties levied at the different river ports, amounting to from 600,000 to 800,000 dol., as also the duties upon live cattle exported across the frontier to Brazil, which I have seen in a published report, mentioned as only producing 14,000 dol. received, but which, from a printed return of the number of cattle exported in that way, should exceed 40,000 dol.

From the custom-house revenue, which, with the latter mentioned additions to the published return, should amount to 6,000,000 dol., more or less, or 1,276,595*l.*, have to be deducted the sums yearly set apart for the payments of interests and sinking funds of State debts, which occupy no less a proportion than 2,954,940 dol., or about 628,625*l.*

Tonnage Dues.

The tonnage dues are also less in 1874 by 20 per cent. than in the previous year, the difference being chiefly caused by a decrease in the number of sailing ships, by reason of the increased number of steam

cargo carrying ships, and which all, or nearly all, enjoy the privileges of mail packets, among which is the exemption of the payment of tonnage dues.

Shipping and Navigation.

General Account of Shipping, Direct and Indirect, of Vessels that have Entered and Cleared at the Port of Monte Video during the Year 1874, with the exception of Coasting Vessels and River Steamers.

Nation.	Entered.				Cleared.			
	Number of Vessels.			Total Tonnage.	Number of Vessels.			Total Tonnage.
	Direct.	Indirect.	Total.		Direct.	Indirect.	Total.	
British	224	157	381	424,857	116	262	378	421,369
French	117	121	238	220,723	72	150	222	214,637
Italian	31	293	324	117,037	15	310	325	114,127
Brazilian	104	18	122	56,872	81	14	122	58,218
Spanish	146	106	252	49,245	70	179	249	48,021
German	21	59	80	40,738	4	67	71	37,618
United States ...	27	21	48	28,211	9	31	40	21,616
Sweden and Norway	1	51	52	24,692	2	44	46	21,546
Argentine Republic...	112	241	353	13,944	137	216	353	13,944
Netherlands	4	21	25	5,670	1	25	26	5,751
Belgium	1	2	3	3,025	1	1	2	2,759
Portuguese	1	13	14	2,840	...	13	13	3,734
Austrian	...	8	8	2,110	...	7	7	1,942
Danish	...	2	2	226	...	3	3	322
Total	789	1,113	1,902	990,190	508	1,349	1,857	964,604

British Shipping,—The return of British and foreign shipping entered and cleared with cargoes or in ballast, direct and indirect, in 1874, is as below:—

	With Cargoes.			In Ballast.			Total.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
Entered ...	364	420,830	17,271	17	4,027	172	381	424,857	17,443
Cleared ...	284	372,337	16,235	94	49,032	1,258	378	421,369	17,493

Direct and Indirect Trade.

	Direct.			Indirect.			Total.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
Entered ...	224	243,942	9,689	157	180,915	7,756	381	424,857	17,443
Cleared ...	116	160,457	7,801	262	26,912	10,412	378	421,369	17,493

The number of British ships visiting the port of Monte Video in 1874 is less by sixty-seven than in 1873, but the difference in tonnage is but 393 tons or the tonnage of one ordinary vessel. The proportion of steamers of the total 381 vessels has been 223 steamers and 158 sailing vessels.

It has not been in my power to obtain an accurate return of the coasting craft, as political changes have changed the order of things and persons in the custom-house; but there are about 2,000 entries of

vessels exclusively employed in the river trade of passengers and goods to and from Monte Video.

In transatlantic steamers coming to this port the number yearly increases. There are no less than twelve separate companies running steamers, some of them making two regular voyages monthly, and one company sending out four to six steam vessels in the month.

In my commercial report for 1873 I made a full descriptive statement of the navigation and lighting of the River Plate, to which there is no alteration except that the temporary light on Cape Santa Maria, to the north of the entrance to the estuary of the Plate, has been replaced by a well-built stone edifice, which has been in use for some months past.

Agricultural and Pastoral.

The valuable association entitled the "Rural Association of Uruguay," promised in 1873 to publish a report in 1874 of the amount of land under tillage in the Republic, which would be an excellent base from which to calculate in future years the advance of agriculture, but the statement has not appeared. There is, however, a decided progress in the quantity of land brought into cultivation, which, with the development of railways and the continuance of peace, must continue.

Agricultural labourers are the main requirement, but they will not settle in the country while life in the interior continues as insecure and completely unprotected as it is at present.

The climate and soil, as I have stated in every report, are admirably adapted for the growth of cereals; but the price of labour is as yet too high for that to be possible to be profitably done upon an extensive scale, even were it undertaken by companies, unless accompanied by colonization.

All exporters of produce, whether it be wool, or wheat, hides, tallow, horsehair, bone ash, or beef, have to contend with an 8 per cent. export duty, which, added to the extremely high wages paid for agricultural labour and the enormous import duties imposed upon all articles of usefulness, operate too heavily against the profit that every enterprizing man expects from his labour, and when reverses and bad seasons are allowed for, it would appear that only the man who does his own labour can possibly extract a profit from agriculture.

The amount of sheep in the Banda Oriental has so much decreased from the effects of civil war and epidemics, that a recent writer on the subject of the pastoral interests in the Republic represents the present number of sheep in the country to be but one-third of that existing twelve to fifteen years ago. The number of cattle also has, according to the same authority diminished by one-third, and the author of the pamphlet referred to shows by well adduced facts, the impossibility, except under a change of circumstances, for the sheep farmer to be in a thriving condition, and that it is only due to the high prices latterly ruling, that the complete ruin of the pastoral industry has been staved off for a period.

The undoubted decline of sheep farming, especially in the neighbourhood of the capital, suggests increased application to the cultivation of land, but for this to be successful to the extent to make it a corn exporting country, which it should be, a radical change must take place in the habits of the country, and legislative measures must be introduced for the advantage of the country, not against it, as is the cruel tax of 8 per cent. upon exports.

Public Works.

Little has been done in the way of public works in 1874. The extension of custom-house accommodation by a new building upon a large scale has been commenced, for which 150,000*l.* was voted in 1871, and which sum has had to be increased. From the rapid increase of the trade of the place, the extension of deposit accommodation was a necessity.

Railways.

The line of the Central Uruguayan Railway has in the past year been completed to Durayno, a distance of 130 miles, and opened for traffic, and a branch line from the town of Santa Lucia towards the port of Higueritas on the river Uruquay, a distance of 156 miles, is in progress. The latter line passes by the port of Colonia, opposite to Buenos Ayres, and traverses the most thickly populated district in the republic.

The only other line of railway that has as yet become a fact is the North Western, between the port of Salto on the rivers Uruguay and Santa Rosa on the Brazilian frontier, a distance of 108 miles, of which 46 are open for traffic, and the line of road is ready for a considerably further distance, but the heavy work of placing a bridge of 1,200 feet across the river Anapey prevents through traffic until the bridge be fit for use. Concessions have been granted for three other railways, one of them to the frontier of Brazil on the eastern side of the Republic; but the depression in trade and general want of money has suspended nearly all enterprise during the last year.

The means of communication by electric telegraph has much developed, the communication being now open between Europe, by the Transandine line, to Chili, viâ Monte Video and Buenos Ayres, besides three other electric telegraphic establishments communicating with all the principal towns in the interior of the Republic and the Brazilian frontier. The submarine cable communication with Brazil will be in operation shortly; at present the messages go to Brazil by land.

Nothing since my last report has been effected towards the improvement of the harbour, or in furtherance of the many port schemes that have been so long in agitation.

Mines.

A movement has been made this year in the direction of determining the question of the mineral qualities of the Republic, and an English professional geologist is now employed on an examination of the indications of the soil, rocks, &c., throughout the country. He has not published his report, as the work is still in progress, but he has surveyed the eastern portion of the Republic and discovered no evidence of coal, which had been confidently asserted to exist in those departments.

General Remarks.

Excessive importation in previous years, and a commercial crisis handed down till it appears to be a chronic malady, have produced a state of general depression declared by the oldest commercial residents to be unprecedented.

A deficit of nearly 2,000,000 dol. to meet the estimates for the year, and the failure on the part of the State to raise a loan in Europe of 5,800,000*l.*, with which it had too confidently calculated that the

financial embarrassments might have been overcome, have placed the country in the position of not being able to pay the current expenses, and for the last quarter of the year the public service remains unpaid: thus the financial and commercial aspect of the Uruguayan Republic was never perhaps more unfavourable than it is at the close of this year; but the commercial importance of Monte Video is great, and the elasticity of its resources has proved itself under its constant difficulties, and under careful financial management and peace, there need be no fear but that it will recover its tone. As yet it has scrupulously paid the interest of its debts, and until it ceases to do so, the detraction that its financial honesty has been subject to from a portion of the European press has been very unjustifiable. When the existing financial difficulty shall have been resolved, and money return into circulation, which must come about, there will be a reaction in favour of commerce.

Monte Video, December 31, 1874.

COMMERCIAL. No. 13 (1875).

(TRADE REPORTS.)

REPORTS

FROM

HER MAJESTY'S CONSULS

ON THE

MANUFACTURES, COMMERCE, &c.,

OF THEIR

CONSULAR DISTRICTS.

PART V.

Presented to both Houses of Parliament by Command of Her Majesty.
JULY 1875.

LONDON:
PRINTED BY HARRISON AND SONS,
PRINTERS IN ORDINARY TO HER MAJESTY.

1875.

[C. 1284]

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GEORGIAN AND SOCIETY ISLANDS—	
Tahiti	1196
GERMANY—	
Stettin	1203

	PAGE
GREECE—	
Piræus	1215
ITALY—	
Brindisi	1226
Civita Vecchia	1228
Florence	1236
MOROCCO—	
Saffi	1252
NAVIGATOR'S ISLANDS—	
Samoa	1257
NETHERLANDS—	
Amsterdam	1259
PORTUGAL—	
Madeira	1278
St. Michael's	1280
RUSSIA—	
Berdiansk	128
Kertch	1296
Odessa	1298
Poti	1315
Revel	1321
Taganrog	1328
SAXONY—	
Leipzig	1339

ARGENTINE REPUBLIC.

ROSARIO.

Report by Consul Joel on the Trade and Commerce of the Consular District of Rosario, for the Year 1874.

A REVIEW of the trade and commerce of this consular district for the year recently concluded would necessarily be imperfect if the effects of a political event of such transcendent importance to this country as the late revolution were not fairly canvassed, and the consequences, commercially and financially, impartially considered. The commerce of the Argentine Confederation, and indeed of all the South American Republics, is so dependent on, and so much a part of its political condition that it is impossible to review the one without critically analyzing the other, in order to form an opinion of the present, and to arrive at a reasonable conclusion as to the future.

The ostensible object of the revolution of the 24th of September last, was the overthrow of President Avellaneda, and it had for its chief General Mitre, who, elected by the people in 1862, had served the allotted period of six years as President of the Republic with credit to himself and benefit to the nation. He was, at the period of the initiation of the revolution, perhaps the most popular man in the country, and possessed the prestige of having, during the time he filled the presidential chair, established the credit of the nation both at home and abroad. He had the sympathy of the wealthy class of Buenos Ayres, and was supplied with the funds necessary to carry out such an undertaking. He was joined by the military chiefs who were then looked upon as the most eminent in their profession, and the revolution was installed at what was supposed to be a most favourable moment, when the period of the government of President Sarmiento was about to expire and that of President Avellaneda was yet a matter of the future, without consolidation, and with the prospect of all those radical changes which invariably follow the installation of a new president. Yet, with all these advantages, with a comparatively large army in the South, headed by General Mitre himself, and another army in the West commanded by General Arredondo, who had the reputation of being the ablest military officer in the country, in ten weeks, and with but three engagements fought, the revolution was completely suppressed, and its chiefs prisoners in the hands of the constituted authorities.

The revolution, during its continuance, had naturally a paralyzing effect upon the trade and industry of the country and upon its credit in the money markets of Europe. Yet this revolution, damaging as such events almost invariably are to the commercial, financial, and social institutions of a country, has not been without a lesson which I believe will have a lasting influence for good, and eventually tend to consolidate the legitimate political power, and insure to the country, for some years at least, an immunity from similar insurrectionary attempts at usurpation. The failure of the revolution would appear to convey this lesson, that the arts of peace have become more attractive to the people than their once morbid desire for violent political changes, and as no

one, in the next decade, is likely to attain the advantages which General Mitre possessed at the time the late revolution was initiated, it is but reasonable to suppose, in this lapse of time, the love of labour will have strengthened, the habits of industry be confirmed, and the growing dislike to resort to violence for political changes, will render the success of any future revolutionary movement extremely doubtful.

The experience of the late revolution clearly demonstrates the wisdom of the Government in constructing and aiding the construction of railways to the remoter provinces of the republic, for to the great facilities which the railways afforded for the conveyance of troops and munition of war, is clearly due the prompt suppression of the revolution. As an example of this I may state that the Central Argentine Railway conveyed in one day 2,600 soldiers, their arms, and military train from this to Cordova, a distance of 246 miles, and it was the great railway facility, combined with the energy of the Government in reinforcing and furnishing supplies to Colonel Roca, which enabled him to march against, and defeat General Arredondo, thus giving the final blow to the revolution.

So far as this consular district is concerned the revolution has not seriously affected its trade and commerce, and when the whole of the annual returns are completed they will prove that the continuous increase of its prosperity, of which I have before written, will not find an exception in this year. The resources of this vast country must, with a continuance of peace, be rapidly developed, aided as they are, by railway facilities already numerous, to which other lines, that are now being pushed forward with praiseworthy energy to the distant provinces of the interior, will lend material assistance.

The custom-house returns of the imports and exports at this port for the year 1874, will not be completed for some months, but those for the first six months of the year show a most satisfactory augmentation in the value of its trade, and, so far as I am enabled to estimate, the last half of the year will not exhibit any diminution, as the tonnage of vessels arrived with cargoes during this period is greatly in excess of the cargo tonnage for the same period of the previous year.

The following statement exhibits the official value of the merchandize received at the custom-house of this port from the 1st of January to the 30th of June, 1874, but to obtain a fair approximation to the real value an addition of 25 per cent. may be made, as the official value is fixed by the tariff, and it is upon this classified valuation, and not on invoice cost or real value, that the custom-house duties are paid. The value of the merchandize stated as coming from Buenos Ayres is that of foreign goods, from various nations, reshipped there in bond for this port. The merchandize *in transitu* is for the interior provinces of the republic.

CUSTOM House Value (converted into sterling) of Merchandize from the 1st of January, to the 30th of June, 1874.

Where from.	Official Value in Sterling.
	£
Brazil	51,469
Buenos Ayres	283,272
" " (*in transitu*)	444,711
France	21,827
Germany	22,671
Great Britain	119,974
Italy	11,752
Paraguay	15,313
Spain	5,068
United States	10,801
Uruguay	45,299
Total	1,031,257

EXPORTS.

I am unable to give any detailed information as to the quantities or value of the exports, as the custom-house statistics are not published until some time after the termination of the year. The principal articles of export are hides, wool, bones, bone-ash, copper bars, copper and silver ores, maize, wheat, and pressed hay. The quantity of copper exported during 1874 was 579,382 kilos., value 49,793*l*. This shows a considerable increase upon the previous year, due to the additional railway facilities for forwarding the metal and ores from the interior provinces to this port for shipment to Europe, and the completion of the railways now in progress will, doubtless, give a very great impetus to the mining business in the interior provinces of Catamarca and San Luis.

SHIPPING.

The following tabular statement of British shipping entered at this port with cargoes from Great Britain during the year 1874, shows an increase of 80 per cent. in the number of vessels, and of 49 per cent. in the aggregate tonnage, over the preceding year. This very large augmentation of British trade has been almost entirely confined to materials for the railway in construction from Cordova to Tucuman, and that from Rio Cuarto to Villa Mercedes, the work on both lines being actively pushed forward. The number and aggregate tonnage of British vessels, with general cargoes from Great Britain, in 1874, being about the same as in 1873.

DIRECT Trade in British Vessels from Great Britain with Cargoes.

Year.	Number of Vessels.	Aggregate Tonnage.
1874	61	28,995
1873	34	20,861
Increase in 1874	27	8,134

There has also been an increase of five vessels, of various nationalities, arriving with cargoes from Great Britain as compared with the previous year.

The following table shows the number of British and foreign vessels, their aggregate tonnage, and the countries from which they brought their cargoes during the year 1874.

Where from.	Number of Vessels.	Aggregate Tonnage.
Brazil	31	3,853
Canada	2	819
France	13	3,174
Germany	11	2,080
Great Britain	81	33,190
Italy	5	1,138
Paraguay	77	14,876
Spain	5	853
United States	11	3,777
Uruguay	59	6,908
Total	295	70,668

If we except the neighbouring republics of Paraguay and Urugua it will be seen by the foregoing statement that the aggregate tonnage of cargo imported from Great Britain was 68 per cent. of the entire import tonnage, a considerable excess of the combined cargo tonnage of all other nations.

The aggregate tonnage and number of vessels cleared with cargoes for foreign ports during 1874, was as follows:—

Where for.	Number of Vessels.	Aggregate Tonnage.
Belgium	6	1,786
Brazil	18	4,330
Germany	1	170
Great Britain	27	17,212
Italy	1	199
Paraguay	91	14,102
Spain	6	1,157
United States	11	5,313
Uruguay	15	2,890
Total	176	47,159

The foregoing shows that if we again except the tonnage of exports to Paraguay and Uruguay the aggregate tonnage of exports to Great Britain was more than double that of all other nations.

It will be seen that the arrival of foreign vessels with cargoes greatly exceeded, in number and tonnage, those that left with cargoes, and, as it will be of interest to shipowners to know how the surplus tonnage was disposed of, I append a list of the number of vessels and the ports for which they cleared in ballast.

FOREIGN Vessels Cleared from Rosario in Ballast during 1874.

Where to.	Number of Vessels.	Aggregate Tonnage.
Africa	1	293
Brazil	7	1,553
Chile	10	3,612
Cuba	3	1,081
Java	1	327
Peru	7	2,799
Paraguay	6	1,357
United States	6	1,922
Uruguay	13	2,399
West Indies	2	490
Total	56	15,833

The following is a statement of the aggregate tonnage and number of vessels arrived from other ports in the Argentine Republic during 1874:—

	Number of Vessels.	Aggregate Tonnage.
With cargoes	965	75,252
In ballast	503	27,842
Total	1,468	103,094

VESSELS Cleared for other Ports in the Argentine Republic during 1874.

	Number of Vessels.	Aggregate Tonnage.
With cargoes	853	38,125
In ballast	635	63,681
Total	1,488	101,806

AGRICULTURAL COLONIES.

An exhaustive report recently published by the Government Inspector on the present condition of the agricultural colonies of this province shows that there has been a very satisfactory increase in the wealth, products, and population of the colonies in the year which has intervened since the publication of the previous report by Mr. Wilcken, the Chief Commissioner of Emigration.

The colonies, thirty-two in number, are assessed at the aggregate value of 12,288,409 dol., or about 2,457,700*l.* sterling; being 800*l.* per family, as compared with 600*l.* per family, as assessed in 1872. Only six of the colonies have been established more than ten years, and many are of quite recent date. The population is stated to be as follows:—

Native born	4,867
Italians	4,119
Swiss	3,977
French	1,019
Germans	861
English	238
Belgians	53
North Americans	36
Various	339
Total	15,510

Of these 5,258 are men, 3,345 are women, and 6,907 are children, 12,167 are Roman Catholics, and 3,343 Protestants. These totals show an increase of 1,687 persons since 1872, or 13 per cent. in two years.

The number of farms is stated to be 5,500, covering an area of 510,000 acres, but only 162,000 acres are under crops. The average of land cultivated by each male adult was 32 acres. Over 3,000,000 fruit trees, and an equal number of trees for ornamental purposes and firewood, had been planted. The farming stock consisted of 11,160 oxen, 42,747 cows, 14,173 horses, 6,833 sheep, and 6,988 swine. The acreage under crops was as follows:—

	Acres.
Wheat	90,325
Maize	42,139
Timber	20,662
Vegetables	8,682
Tobacco	192
Total	162,000

The aggregate wealth of the colonies is assessed as follows:—

	£
Lands	440,095
Houses	328,583
Crops	223,155
Live stock	226,887
Implements	284,091
Capital	954,909
Total	2,457,720

The annexed table shows the population, acreage under tillage, and the assessed value of some of the principal colonies:—

	Population.	Acreage under Tillage.	Value.
			£
San Carlos	2,110	26,600	195,000
Esperanza	1,759	6,800	175,000
Bernstadt	1,684	12,500	84,000
Humboldt	835	9,000	48,000
Carcarañá	386	5,100	111,000
Candelara	691	11,100	98,000
Jesus Maria	890	10,800	75,000
San Agustin	813	11,000	71,000
Cañada de Gomez	319	3,100	23,500
Cullen	160	3,000	26,500
Germania	216	3,200	34,000
Guadalupe	436	720	31,000
Helvetia	550	2,550	24,000

Santa Fe Loan.

Nearly the entire nett proceeds of this loan, raised in London, have been devoted to the establishment of a bank called "The Bank of the Province of Santa Fé," having its head office here, and a branch in the town of Santa Fé. The bank opened on the 1st of November last. It is not wholly a Government institution, its nominal capital being 2,000,000 dol. (about 400,000*l.*), represented by 20,000 shares of 100 dol. each. The Provincial Government took 10,000 shares, for which 750,000 dol. (150,000*l.*) were paid in cash, and the balance of 250,000 dol. in bonds, bearing 7 per cent. interest, and $2\frac{1}{2}$ per cent. amortization. The other 10,000 shares being reserved for the public, of which 6,129 were subscribed for under the following regulations:—50 per cent. to be paid within twelve months, namely, 10 per cent. on subscription, 10 per cent. within a month from the day fixed for closing the subscription list, and the same quota at the termination of six, nine, and twelve months. The Provincial Government has the power to name two, and the shareholders to elect four directors to form the board, and, in compensation for the privileges granted to the bank, the Provincial Government takes 5 per cent. of the nett profits, three to be devoted to primary schools, and 2 per cent., together with its share of the remaining 95 per cent. of the profits to be devoted to the payment of the interest and amortization of the loan raised in London. The concessions granted to the bank are so liberal that it ought, under good management, to enable the Provincial Government to keep faith with the bondholders without recourse to any other source of revenue: and if the people of the province elect in the future for their Governors men of energy and undoubted integrity, such as Señor Bayo, the present Governor, there is no reason why the Government of this province should not faithfully fulfil its obligations.

Banks.

In addition to the above-mentioned Bank of the Province of Santa Fé a branch of the "National Bank" was opened here in June last. This branch of the "Argentine Bank," which temporarily suspended payment at the commencement of the revolution, in consequence of the pressure upon the head office at Buenos Ayres, has redeemed all its notes presented for payment and resumed operations.

Railways.

The line from Rio Cuarto to Villa Mercedes, 76 miles, is being constructed at the expense of the National Government and the work is being energetically carried on by the contractors, Messrs. Rodgers and Co. There is every probability of its being open for traffic by the prescribed time, the 8th of August of the present year. It is a continuation of another Government line, that from Villa Maria, a station on the Central Argentine line to Rio Cuarto. The contract price was 5,160*l.* per mile.

The Cordova and Tucuman line is also being constructed at the expense of the Government. It has recently been inspected by a commission of engineers appointed by the Government, and, with the exception of a few minor details, they reported favourably of the stability and character of the work. The first section of 120 miles will be opened for traffic early this year, and the entire line, of 340 miles is, according to contract, to be finished by September, 1876, which will place Tucuman, nearly 600 miles distant, in direct communication with this port.

The Central Argentine Railway, under the able management of Mr. H. Fisher, is demonstrating the value of this line both as an investment to the shareholders and as a medium for the development of the resources of the provinces through which it passes. Mr. Fisher informs me that the gross receipts for the last nine months of 1874 exceeded by 60,000*l.* those of the same period in 1873, and that he believes the nett earnings of the line in the financial year 1874–5 will be sufficient to pay the 7 per cent. guaranteed by the Government to the shareholders, without having, as heretofore, to call upon the Government to make good the guarantee. The line was opened in May, 1870. I am indebted to Mr. Fisher for the following statement of the traffic and receipts from 1871 to October 31st, 1874. The lines from Tucuman to Cordova and from Villa Mercedes to Villa Maria, will, when completed, be feeders to this line, and there appears to be every probability that in the future the 7 per cent. guaranteed by the Government will be paid to the shareholders out of the nett earnings of the line. There are about 300 British subjects employed on this line.

Central Argentine Railway Company, Limited.

Abstract of Traffic for the years 1871, 1872, 1873, and to 31 October, 1874.

Year.	Number of Passengers.	Number of Soldiers.	Amount of Coaching Traffic.	Soldiers' Military Baggage, &c.	Amount of Goods Traffic.	Material for Public Works.	Total Amount of Traffic.	Tonnage.		Total Number of Tons.
								Material for Public Works.	Ordinary.	
			£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.			
1871	44,707	4,146	32,630 7 11	2,782 14 0	99,729 10 9	14,248 18 0	149,391 10 8	9,029	43,268	52,297
1872	64,900	2,744	33,137 5 3	1,448 15 7	110,637 12 5	19,176 14 8	164,400 7 11	12,088	50,414	62,502
1873	68,407	3,774	36,401 13 1	5,373 12 4	115,642 4 7	9,166 4 0	166,583 14 0	5,780	54,581	60,361
To 31 October, 1874 ..	61,751	2,814	28,890 10 6	24,877 13 2	100,767 6 3	34,293 2 10	188,828 12 9	14,759	50,024	64,783

Telegraphs.

The wires of the National Government traverse the entire country from Buenos Ayres to San Juan, where they connect with the Chilian lines. The length of the Government line of wires is about 3,000 miles, having sixty offices throughout the provinces, and, including the wires belonging to railway and other companies, the Republic has about 4,500 miles of telegraph wires in active operation.

But for the lamentable loss of two steamers, conveying submarine cable for the Brazil and River Plate line, we should, during 1874, have been in instantaneous communication with Europe, instead of, as now, being subject to the uncertainty and delay in the transmission of messages by the land line from Rio Grande to Monte Video.

Rosario, February 1st, 1875.

BELGIUM.

ANTWERP.

Report by Consul Grattan on the Trade and Commerce of Antwerp, for the Year 1874.

Before proceeding to furnish such particulars as it has been in my power to collect respecting the trade and general situation of this port during the year recently elapsed, I propose briefly to revert to the returns relating to the previous year (1873), important additional information in regard to which has appeared in various official publications since the transmission of my last annual report.*

The general results of the commercial transactions between Belgium and foreign countries, during the year 1873, were the following :—

The total aggregate value of the imports and exports amounted to 183,588,000*l.*, being an increase of 4 per cent. over the returns for the previous year.

The imports (comprising goods which entered Belgium for consumption, in transit, and warehoused) represent 96,992,320*l.* of the foregoing amount, being an increase of 5 per cent. over the imports for 1872, whereas the exports (Belgian and foreign goods combined) amounted to 86,556,000*l.*, shewing a difference in favour of the year under consideration of 3 per cent. as compared with 1872.

The foreign products received in Belgium for consumption, and native products sent abroad during the year 1873, attained the total value of 103,252,000*l.*, being an increase of 11 per cent. over the results of the previous year.

The total value of foreign merchandize entered for consumption was 56,908,000*l.*, while for 1872 the value of this category of goods amounted to 51,116,000*l.*, shewing a difference of 5,792,000*l.*, in favour of 1873.

The value of Belgian products exported amounted to 46,344,000*l.*, being an increase of 10 per cent. over the returns for 1872.

The value of the goods imported from the United Kingdom into Belgium during the year 1873 was 10,532,000*l.*, and of Belgian goods exported to the United Kingdom 9,676,000*l*, the imports thus exceeding the exports by 8 per cent. The imports from the United Kingdom in 1873, exhibited an excess of 14 per cent., and the exports to the United Kingdom an excess of 2 per cent. over those of 1872.

The transit trade in 1873, on the other hand, showed a diminution of 4 per cent. in comparison with that of 1872.

The results of the trade of the Port of Antwerp, both as regards imports and exports during the year 1873, as compared with 1872, are shown by the following figures :—

* "Tableau général du Commerce avec les pays étrangers," publié par le Ministre des Finances. Brussels, October, 1874.
"Report of the Chamber of Commerce of Antwerp for 1873."
"Annuaire Statistique de la Belgique." Brussels, 1874.
"Report on the Situation of the Town of Antwerp in 1873." Bulletin Communal, 1874.

		1872.		1873.	
		Total Imports.	Imports from England.	Total Imports.	Imports from England.
Goods rated by weight ...	Kilos. ...	1,482,376,000	310,917,553	1,908,484,000	463,786,903
,, ,, value ...	Francs ...	15,740,875	7,415,526	17,566,806	7,225,853
,, ,, head ...	Cattle, &c. ...	765	751	854	849

		1872.		1873.	
		Total Exports.	Exports to England.	Total Exports.	Exports to England.
Goods rated by weight ...	Kilos. ...	556,994,000	170,507,763	537,160,000	156,874,302
,, ,, value ...	Francs ...	17,262,585	6,114,179	15,316,000	5,985,582
,, ,, head ...	Cattle, &c. ...	38,189	38,181	133,950	133,804
,, ,, number ...	Eggs, &c. ...	41,119,734	4,796,776	27,554,220	4,242,997

Population.

The population of Antwerp was as follows :—

	Males.	Females.	Total.
On the 31st of December, 1873 ..	79,440	74,215	153,655
,, ,, 1872 ..	72,012	71,533	143,545
Increase in 1873	7,428	2,682	10,110*

The number of births was :—

In 1872	5,656
1873	5,660
Increase	4

The number of deaths was :—

In 1872	4,001
1873	4,022
Increase	21

The annual rate of births per 1,000 inhabitants was, therefore, in 1873, 36·8, and the annual rate of mortality, during the same year, 26·1 per 1000.

According to data furnished to me from the Hôtel de Ville, it appears that in the year 1833 the population of the town of Antwerp was 73,044, number of births 2,225, deaths, 2,021, the rate of births being therefore 30·4 per 1,000, and the rate of mortality, 27·6 per 1,000. In the year 1853 the figures stood as follows: total population, 96,943, births 3,314, deaths 2,689, the rate of births being 34·1, and the death rate 27·7 per 1,000.

* The total population of Antwerp included within the present fortified *enceinte* (embracing the suburbs of Berchem and Borgerhout) may be estimated at 200,000 souls. The increase in the population in 1873 was due in great measure to immigration from other parts of Belgium and from abroad.

The sanitary state of the town was extremely satisfactory during the early part of the year 1873, but towards the beginning of July gastro-intestinal affections became frequent, especially among children under the age of 7. Early in October the cholera made its appearance and continued with varying intensity until near the end of the year. The cases were thus distributed :—

Months, 1873.	Number of Cases.		Recoveries.		Deaths.	
	Treated in Hospital.	Treated privately.	In the Hospital.	Private Practice.	In the Hospital.	Private Practice.
October ..	33	36	12	13	21	23
November ..	29	22	12	5	17	17
December ..	5	10	3	4	2	6
	67	68	27	22	40	46
Total ..	135		49		86	

Percentage of recoveries .. .. 36·30
„ deaths .. .. 63·70

The general causes of death in 1873, are set forth in the following table :—

Causes of Death.	Age.						Totals.		
	Under 1 Year.	From 1 to 7.	From 7 to 15.	From 15 to 21.	From 21 to 50.	Above 50.	Male.	Female.	Total.
Smallpox	9	19	7	1	18	2	28	28	56
Measles	23	71	5	..	..	..	49	50	99
Scarlatina	2	5	1	1	..	..	5	4	9
Quinsey	5	28	2	..	4	..	15	24	39
Croup	6	81	1	..	1	..	44	45	89
Hooping cough	7	8	1	..	..	..	9	7	16
Typhoid fever	3	18	10	25	36	18	63	47	110
Dysentery	3	..	..	..	..	1	3	1	4
Cholera	3	25	4	2	34	17	50	35	85
Puerperal affections	..	..	..	2	28	..	..	30	30
Phthisis and chronic diseases of the chest	51	33	10	46	248	63	247	202	449
Bronchitis, pneumonia, pleurisy, and acute diseases of the respiratory organs	121	96	4	9	109	202	318	223	541
Enteritis and diarrhœa	327	71	2	..	11	34	244	201	445
Intermittent (local fever)	..	2	..	1	4	1	6	2	8
Delirium tremens (drunkenness)	..	..	..	..	5	4	9	..	9
Carbuncle	..	..	1	..	..	..	1	..	1
Various diseases (not included in the foregoing)	545	215	22	23	236	653	887	807	1,694
Accidents and suicides	..	..	..	..	..	..	97	14	111
Stillborn	..	..	..	..	..	..	127	100	227
Totals	1,105	672	70	108	734	995	2,202	1,820	4,022

The hospital statistics are as follows :—

St. Elizabeth General Hospital.

Years.	Remaining from previous Year.	Admitted.	Cured.	Died.	Remaining at end of Year.
1872	570	6,473	5,701	817	525
1873	525	6,112	5,292	795	550

Death rate in 1872 .. .. .. 11·60 per cent.
„ 1873 .. .. .. 11·97 „

Insane Asylum.

Years.	Remaining from previous Year.	Admitted.	Cured.	Died.	Remaining at end of Year.
1872	176	77	48	18	187
1873	187	78	58	9	198

Death rate in 1872 .. .. .. 7·11 per cent.
„ 1873 .. .. .. 3·39 „

Hospital Louise-Marie (for Children).

Year.	Admitted.	Cured.	Died.
1873	272	215	56

Death rate .. .. 20·58 per cent.

The proportion in which the inhabitants of this city are distributed as respects religious belief, may be judged of by the following statement of burials which took place in the public cemeteries during the year 1873—

Catholics	3,553
Protestants	73
Members of the Jewish community	12
Persons belonging to no recognised creed ..	2
Total	3,640*

According to which it would appear that over 97½ per cent. of the population profess the Roman Catholic religion, and that but a very small fraction over 2 per cent. are Protestants. This is remarkable in a town which was a stronghold of the reformed religion in the 16th century, and where, on the memorable 15th of February, 1567, during the insurrectionary tumults then prevailing, 15,000 Calvinists alone, as stated by Mr. Motley, were encamped on the Meir.

Pauperism.

The number of indigent persons in receipt of permanent relief from

* Exclusive of infants stillborn.

the Bureau de Bienfaisance, in the year 1873, was as follows: of aged and infirm persons 1,126, whose familes consisted of 2,650 individuals. These received in money 92,223 fr. 75 c., being an annual income of about 83 fr. 50 c. for each household. Of widowers, widows, and wives deserted by their husbands, having at least two children under the age of 12, there were 281, with families consisting of 1,399 persons who received in money 20,791 fr., being at the rate of about 73 fr. 75 c. annually to each establishment.

The number of persons enrolled on the books of the Bureau de Bienfaisance amounted thus in all to 4.049, or under 3 per cent. of the whole population. Besides these amounts, additional assistance (whether by way of casual relief, or of clothing, or of household utensils supplied) was distributed to the extent of 182.021 fr. 38 c.

The relief afforded to paupers, Belgian by birth, though strangers to Antwerp, amounted to 29,241 fr. 31 c., and that to foreigners (326 households, consisting of 1,230 persons) to 16,831 fr. 12 c. The expenses connected with medical attendance and for prescriptions made up in the public dispensaries and furnished gratuitously to the poor, reached the sum of 57,584 fr. 72 c., while the cost of soup supplied (chiefly to children) during the year amounted to 201,004 fr. Thus, it would seem that the total amount officially expended towards the relief of the poor of Antwerp (independently of certain extraneous supplies of clothing, food, and fuel) reached the gross sum of 599,695 fr. 28 c.

Education.

The number of students inscribed at the Commercial Institute (or college) Institut Supérieur de Commerce, for the school-year 1872–73, was 125, who were thus distributed in respect of nationality:—

Natives of	Belgium	63
„	Germany	19
„	Sweden and Norway	9
„	Netherlands	6
„	France	6
„	England	5
„	Spain	5
„	Poland	4
„	Switzerland	3
„	Italy	2
„	United States	1
„	Turkey	1
„	Roumania	1
	Total	125

A Government allowance, of 500 fr. each, was accorded to the three scholars who passed the best final examinations that year, for the purpose of assisting them to visit the Vienna Exhibition, and subsidies of 1,000 fr. and 700 fr. were also respectively allotted to one of the professors and to one of the tutors of the establishment, for the same purpose. It was made known that two former students of the Institute had been appointed to hold offices in the Chinese customs.

The number of pupils at the Athenée* amounted to 476, those at

* The Athénées in Belgium are divided into two separate schools, the classical (Section des Humanités) and the professional, as it is termed, or non-classical (Section Professionelle); the former corresponds in a great measure with the Gymnasia, and the latter with the Real Schulen of Germany. The instruction in the primary communal schools, the Academy of Fine Arts, and the School of Music, is gratuitous. At the other public schools the terms are very moderate, viz.:—Athénée, 80 fr. a-year; middle school for boys, 60 to 72 fr.; ditto for girls, 80 to 120 fr.; and Institut de Commerce, about 200 fr.

the Ecole Moyenne (Middle School) reached, during the year 1873, 640, while the total number of children of both sexes who frequented the Communal (Elementary) Schools amounted to between 7,000 and 8,000. Three additional schools for girls were established during the year. It may be added that there are fifteen adult schools (ten for men and five for women), attended in all by 1,295 pupils in Antwerp, besides one industrial school, a school for lace making, sixteen Sunday schools, and sixty-eight private educational establishments (some of which are under clerical management), frequented by 6,050 pupils, the latter being entirely free from either state, provincial, or municipal control. The number of students who followed the classes of the Royal Academy of Fine Arts during the year 1873–74 reached 1,665, of whom 456 were classed as artists, 658 as artisans, and 551 as students whose future career was undetermined. Their nationality was as follows :—

Belgians	1,569
Dutch	63
English	12
French	8
Germans	7
Americans	4
Russians	2
Total	1,665

Amongst the honorary members of the academic body who died during the year 1873 was Sir Edwin Landseer.

Two remarkable works, recently completed, which have added much to the artistic reputation of Antwerp, may here be mentioned, viz., the new Exchange, and the mural paintings representing the history of Flemish art which decorate the vestibule of the Musæum, the former executed by Mr. Schadde, the distinguished city architect, and the latter by Mr. N. de Keyser, the eminent director of the academy. Mr. de Keyser's work forms a worthy pendant to the celebrated series of frescoes in the Town Hall, painted by the late Baron Leys, and opened to the public in 1870.

Criminal Statistics.

The number of persons prosecuted for offences committed in this city during the year 1873 amounted to 2,131, of which number 155 were acquitted. These offences were thus classified :—

Murders	6
Attempted murders	7
Manslaughter	5
Suicides	14
Midnight assaults in public streets and thoroughfares	5
Miscellaneous deeds of violence	99
Uttering counterfeit coin	1
Various categories of theft	995
Adultery	4
Gambling	6
Begging and vagrancy	73
Cruelty to animals	16
Infractions of the law respecting the harnessing of dogs for purposes of traction	15
Adulterations of food	9
Assumption of false name	1
Miscellaneous minor offences and misdemeanours	875
Total	2,131

Public Improvements.

A very great benefit was conferred upon Antwerp by the establishment in the year 1873 of street tramways on the American principle, now managed by an English Company. In so unpleasantly paved a town as this, where to drive upon a rough and by no means "noiseless" pavé is hardly more agreeable than walking exercise taken upon foot pavements composed of distressingly sharp irregular stones (the refuse apparently in some cases of those employed for the carriage way in the middle of the streets), it may well be imagined that these agreeable conveyances, in which one rolls smoothly along at a fair rate of speed and at small cost, have already proved a real boon to the population at large, and especially to that of the suburbs. It has been a source of general surprise to strangers that the pavement of a prosperous and progressive city such as Antwerp should contrast so unfavourably with that not only of the capital itself, but of towns like Liège, Bruges, Ostend, and even of the small but popular fishing village of Blankenberghe, all of which possess tolerably smooth and comfortable flag ways for the use of pedestrians. But happily relief seems to be at hand, for amongst various projected public improvements is one for laying down asphalte side walks in some of the principal streets of the town.

Passing now to a consideration of the state of trade at this port during the year recently brought to a close, it must be observed that the statistical returns are as yet incomplete, the information obtainable at present being mainly derived from private sources, or the various trade notices and circulars issued at the commencement of the year. The following remarks, however, embrace some of the leading points relating to the business transactions of 1874.

Hides and Horns.

The most noticeable feature in connection with this article during the year was the decline in the importation of salted hides. The imports of 1873 reached 974,000 hides, whereas in 1874 the number was only 598,300, prices having steadily increased during the latter half of the year. The sale of dry hides was brisk, but at lower relative prices than those obtained for salted qualities, the rise in the former not having exceeded 7 per cent., whereas there was an increase in the latter averaging from 16 to 18 per cent. The total importation amounted to 1,125,441 hides, being a diminution of 398,540 in comparison with the previous year, while the sales during the year (which reached 948,422 hides) showed an increase of 82,822 over those of 1873. The quantities forwarded in transit fell considerably short of those similarly disposed of during the previous year. It was observed that Rio Grande descriptions were somewhat inferior in quality to those formerly obtained from that port; and that during the autumn a large number of hides arrived in a mouldy condition, owing no doubt to their having been put on board during wet weather.

The importation of horns amounted to 1,443,000, of which—

	Number.
From Rio Grande	111,400
Uruguay and Monte Video	704,000
Buenos Ayres	586,600
Various ports	41,000
Total	1,443,000
Against in 1873	1,645,000
And in 1872	1,882,000

Sheep Skins.

The total imports for the past year were 8,017, against 8,878 in 1873.

Wool.

The wool trade underwent considerable fluctuations during the past year, prices being much depreciated at the outset, although increased activity was manifested at a later period. The quarterly sales were, as usual, largely attended, and showed the following results: At the first series, which commenced on the 3rd and terminated on the 14th of February, the sales amounted in all to 20,709 bales, of which 19,837 were from the River Plate. The second series of sales began on the 29th of April, and ended on the 9th of the following month, the quantities disposed of amounting to 19,259 in all, 18,288 of which were of River Plate descriptions. The third and fourth sales were held respectively towards the end of July, and at the beginning of November; at the former the sales reached 20,393 bales, of which 19,691 were from the River Plate, and at the latter the business done was as follows:—

	Offered.	Sold.
	Bales.	Bales.
Buenos Ayres	14,011	11,907
Monte Video	480	230
Entre Rios	1,990	1,428
Cape	524	353
Various	853	664
Total	17,858	14,582

The receipts of wool by sea during the year were as follows:—

	Bales.
From Monte Video	19,264
Buenos Ayres	118,904
Gualeguay	6,778
Fray Bentos	1,346
San Nicolas	4,987
Rosario	1,926
Mercedes	1,029
Patagonia	122
Parana	573
Dolores	58
New York	20
Boston	624
Valparaiso	311
Odessa	717
Taganrog	236
Nicolaief	55
Naples	11
Genoa	83
Havre	1,168
Bordeaux	117
Riga	835
Königsberg	531
Gottenburg	61
Hamburgh	569
United Kingdom	85,436
Total	245,761
Against in 1873	263,540
And in 1872	222,676

Qualities other than those from the River Plate bore, as will be observed, a comparatively unimportant part in the transactions of the year, and the small proportion of Cape of Good Hope wools offered has been noticed with regret, inasmuch as these wools appear to be at all times in request in the various manufacturing districts supplied from this market. The following are the particulars connected with colonial wools during the year:—

	Stock, Dec. 31, 1873.	Imports.	Sales.	Transit.	Stock, Dec. 31, 1874.
Cape of Good Hope ..	425	5,202	4,355	821	451
Australian	30	489	463	56	.. *

Cotton.

The downward tendency of prices has not only proved unfavourable to speculators, but has no doubt had the effect of reducing the supplies to a lower figure during the year than they might otherwise have attained. Present prices range from 20 to 25 per cent. lower than those prevailing at the same period last year, a circumstance which, taken in connection with a reduced stock, seems to offer a prospect of future amelioration. The following comparative statement exhibits the arrivals during the past three years:—

From—	1874.	1873.	1872.
	Bales.	Bales.	Bales.
New Orleans	9,971	17,726	22,141
New York	395	1,249	705
Galveston	..	1,425	..
Philadelphia	3,830	1,229	..
Charleston	1,200	1,405	2,000
Savannah	3,400	..	2,460
Calcutta	..	..	17,000
Maracaibo	..	..	60
Bombay	..	..	3,553
Buenos Ayres	..	..	57
Brazil	14,446	12,666	14,585
Hayti	3	8	394
Salonica	..	..	1,314
Great Britain	97,586	75,364	75,790
France	6,948	2,659	3,533
Various Ports	..	..	570
Total	137,779	113,731	144,145

* The supply of wool from the River Plate into Europe during the past year is estimated in the "Economist" newspaper (Commercial History and Review of 1874, "Economist," March 13, 1875) to have reached in all 237,458 bales. According to the foregoing returns, 154,987 bales, or about 65 per cent. of this entire amount was received direct from South American ports at Antwerp, and adding thereto the wools of the same category received indirectly from other ports, it would follow that by far the greater part of the River Plate wools exported to Europe are absorbed by this market. It is important to note that a great effort is making here to stimulate direct relations with Australia in view of attracting Australian wools to the Antwerp market, the Chambers of Commerce of this port and of Melbourne being already, I understand, in communication with each other on the subject.

Petroleum.

The large amount of oil raised in the United States during the past year, notwithstanding the vigorous efforts of certain producers to curtail the hours of labour at the wells, and even to cease work altogether, with a view to keeping up prices, led, as might have been expected, to a heavy decline, and the transactions showed great dulness throughout. The imports, however, were abundant, almost equalling those of 1873, as will be seen by the following return :—.

From—	1874.	1873.	1872.
	Barrels and Cases.	Barrels and Cases.	Barrels and Cases.
New York	186,104	205,331	162,044
Philadelphia	465,552	528,072	287,793
Baltimore	6,727	..	..
Ibraila and Sulina ..	1,628	2,105	1,729
Great Britain	2,134	..	2
Total	662,145	735,508	451,568

Of which—

		1874.	1873.	1872.
Refined	Barrels ..	617,338	676,607	389,375
Unrefined	„ ..	26,354	28,302	41,426
Naphtha	„ ..	16,217	29,273	16,937
„	Cases ..	..	..	2,000
Residuum	Barrels ..	700	1,326	1,830
Lubricating oil	„ ..	1,536	..	..

It may be stated that about 60,000 tons of British Shipping are annually employed in the petroleum trade between Antwerp and the various ports in the United States.

Coffee.

The remarkable rise in the price of this article, referred to in my last annual report, was not destined to be of long duration. Large speculative purchases had been made in Europe towards the close of 1873, and the simultaneous arrival of these reinforcements, combined with the desire of the holders to realise at the highly remunerative rates then prevailing, led in the month of March to a sudden, unexpected, and disastrous decline in prices. Enormous losses were sustained in consequence, and it was not until the depreciation had reached its lowest point—a fall of from 28 to 30 c. per half kilo.—that operations were renewed with any degree of vigour. A considerable amount of business was transacted during the last six months of the year under somewhat more favourable conditions, by which operators were to a certain extent enabled to recuperate their previous losses.

The following table exhibits the amounts of coffee imported here during the last three years :—

From—	1874.	1873.	1872.
	Bags.	Bags.	Bags.
Rio Janeiro	124,648	63,855	45,505
Santos	49,889	31,173	11,546
Bahia	7,160	635	1,250
Ceara	..	1,850	2
Hayti	75,743	56,359	107,070
Guatemala	..	..	3,958
Denmark	1,900	..	..
Laguna	..	1	..
Portugal	1,051	2,804	..
Bremen	..	..	21
Stettin	..	..	44
United States	5,787	10,198	66,519
Italy	..	50	..
United Kingdom ..	80,372	101,327	62,133
France	33,890	19,685	8,179
Hamburgh	7,020	13,326	2,375
Egypt	..	..	2
Netherlands	47,180	86,730	19,636
Total	434,640	387,993	328,240

Stock, December 31.	1874.	1873.	1872.
	Bags.	Bags.	Bags.
Java	2,000	3,000	2,500
Hayti	2,000	8,000	4,000
Brazil	25,000	9,000	7,000
Various kinds	1,500	1,000	5,000
Total	30,500	21,000	18,500

Cocoa.

The receipts show a falling off in comparison with the two previous years as will be shown by the following statement :—

From—	1874.	1873.	1872.
	Bags.	Bags.	Bags.
Hayti	1,636	494	6,084
Bahia and Rio Janeiro	289	925	115
New York	450	1,722	..
Lisbon	310	..	..
France	1,455	2,217	1,328
Hamburgh	2,892	1,385	1,104
Bremen	2	70	76
United Kingdom ..	1,683	2,806	1,195
Netherlands	63	226	70
Total	8,818	9,848	10,022

Stock, December 31.	1874.	1873.	1872.
	Bags.	Bags.	Bags.
Para	400	100	800
Hayti	200	300	400
Guayaquil	500	200	200
Caracas	..	50	25
Bahia	..	100	..
Trinidad	100	50	..
Total	1,200	800	1,425

Transactions were generally calm throughout the year without any material fluctuation in prices.

Rice.

The continental markets appear to have in a great measure stood aloof from the speculative tendency engendered in England by the anticipated famine in Bengal during the past year. The large stocks accumulated abroad during the latter part of 1873, enabled the Belgian consumers to await the course of events, and ultimately to profit by the reduction of prices caused by the abundant harvest in Burmah and by the increased supplies derived in the course of the year from Saigon, Siam, Japan, &c. The receipts from the United Kingdom in 1874, were, as will be seen by the following return, considerably larger than during the two previous years:—*

From—	1874.	1873.	1872.
	Bags.	Bags.	Bags.
Akyab	232,328	414,941	268,753
Rangoon	..	19,473	13,428
Moulmein	12,049	..	..
Bassein	18,760	..	..
Saigon	7,230	..	..
Cocanada	..	..	8,100
Port Louis	..	..	4,536
Königsberg	125	..	..
Bremen	13,696	10,016	9,895
Genoa and Leghorn ..	521	100	..
Hamburgh	50	2,509	50
France	398	..	1,830
United Kingdom ..	149,565	96,275	40,038
Total	434,722	543,314	346,630

Stocks on the 31st December.

	Bags.
1874	18,607
1873	15,923
1872	18,125

Provisions.

Lard.—This valuable branch of trade was seriously affected during the past year by the diminished production in America—a deficiency which has been attributed to the comparative failure of the crop of

* See "Revue Commerciale du Précurseur" January, 1875.

Indian corn, upon which the hogs in the Western States are mainly fattened. The imports consequently showed a considerable falling off in 1874, although the reduction in the receipts from the United States accompanied by enhanced prices during the year, was to a certain extent counterbalanced by an increased production in Europe.

The imports of lard were as follows:—

	Tierces.
From New York	48,755
Boston	3,083
Philadelphia	6,798
Bremen	50
Hamburgh	625
Holland	50
United Kingdom	1,562
Total	60,923
Against in 1873	107,268
And in 1872	88,331

The receipts of salt provisions amounted to:—

	Boxes.	Barrels.
From New York	8,357	717
Boston	13,458	1,753
Philadelphia	2,358	219
France	286	50
Bremen	51	30
Hamburgh	255	362
United Kingdom	13,350	1,154
Total	38,115	4,285
Against in 1873 ..	91,688	3,526
And in 1872 ..	114,362	..

There is no reason to doubt that this hitherto growing trade will speedily recover its position in this market.

Grain.

The importance which the grain market of Antwerp has acquired of late years was amply sustained during 1874. Stimulated by the deficient harvest of the previous year, the demand was throughout active, and although a considerable amount of uncertainty was imparted to transactions in the leading cereals, in consequence of a decline in prices which occurred towards the latter part of the year, the imports were largely in excess of those of 1873. The harvest of that year having proved also generally unfavourable in the north of Europe, the supplies were chiefly derived from southern Russia, the United States, and Chili. The prices of wheat ranged from 37¾ fr. per 100 kilos. in January to 26½ fr. in December, and those of rye from 28½ fr. in January to 21½ fr. in December.

The trade in oil-seeds ranged dull owing to the continuous low price of oil and oil-cake, and the consequent unwillingness of manufacturers to make purchases beyond those necessitated by their immediate requirements. The arrivals of linseed hardly exceeded those of the previous year, while the amount of cole, rape, rubson, and cotton seeds, showed a considerable diminution in comparison with 1873, hemp seed alone having been largely imported at very moderate ruling prices.

The subjoined tabular statement exhibits the imports by sea of the various descriptions of bread stuffs and seeds during the year 1874.

From—	Wheat.	Rye.	Barley.	Oats.	Maize.	Horse Beans.	Buck Wheat.	Flour.	Linseed.	Cole Seed.	Rape Seed.	Rubson Seed.	Cotton Seed.	Hemp Seed.
	Hectol.t.	Hectolit.	Hectolit.	Hectolit.	Hectolit.	Hectolit.	Hectolit.	Sacks.	Hectolit.	Hectolit.	Hectolit.	Hectolit.	Hectolit.	Hectolit.
Algeria and Tunis	...	...	139,032	...	...	...	...	...	...	...	...	...	...	...
United Kingdom	65,128	243	111	5,063	900	1,332	...	6,284	372	10,993	170	...	...	...
Sea of Azoff	...	21,120	...	...	...	...	...	...	99,371	...	...	...	...	...
California	560,214	...	8,041	...	...	...	...	...	...	...	...	...	...	...
Canada	62,850	...	...	...	...	...	...	...	...	...	...	...	...	...
Chili	282,482	...	522	...	...	...	...	2,281	...	...	...	...	...	...
Denmark and Holstein	105,124	4,476	21,860	33,062	...	...	...	...	...	...	...	...	...	...
Danube	12,441	15,370	528,233	2,515	...	...	...	...	6,605	...	...	7,858	...	...
Egypt	...	...	...	...	...	...	...	...	...	...	...	...	5,810	...
Spain and Portugal	51,923	5,296	11,710	8,168	...	...	...	3,269	...	...	...	...	...	...
United States (Atlantic ports) ...	1,507,505	99,264	...	...	681	...	...	52,291	...	...	...	...	...	...
France	20,780	2,974	61,797	...	1,195	...	...	235	2,896	...	...	...	...	...
Hamburgh	63,466	54	1,232	...	...	...	651	2,648	...	2,396	7,147	...	...	...
Greece	...	...	...	...	...	...	...	...	30	...	...	...	...	...
Italy	...	...	35,784	...	2,150	...	...	...	...	...	...	...	...	...
Mecklenburgh	65,444	...	...	...	...	...	...	...	...	...	...	...	...	...
Black Sea	865,938	324,432	269,951	...	...	...	...	...	255,407	18,017	55,553	68,986	...	...
Pomerania	142,263	...	...	1,335	...	...	...	...	...	...	...	...	...	...
Prussia	430,689	76,532	...	80,344	...	...	25,117	4,261	71,280	1,000	5,544	2,020	...	4,597
La Plata	135	...	123,634	...	32,820	...	...	...	378	...	224	...	...	...
Russia	22,053	447,211	127,321	886,355	...	...	...	...	115,735	...	220	...	...	110,833
Sweden	22,557	...	19,287	170,759	...	...	...	6	...	...	...	...	...	...
Turkey	48,386	...	129,772	...	...	...	...	...	...	...	...	...	...	...
Totals	4,329,372	1,006,972	1,357,193	1,187,621	37,746	1,332	25,768	71,275	552,074	32,406	68,858	78,864	5,810	115,430

Sugar.

Raw Cane Sugars.—The imports in 1874 exceeded those of 1873 in the following proportion:—

	Tons of 1,000 Kilos.
1874	16,796
1873	12,786

And were thus distributed:—

	Boxes.	Bags.	Barrels.	Cranjangs.
From Havana	22,552	1,328	197	..
Matanzas	1,515	..	..	..
Rio Janeiro	96	559	103	..
Bahia	714	9,504	14	..
Alexandria	..	8,177	..	..
Hamburgh	3	215	15	..
France	295	1,270	7	..
United Kingdom	664	15,378	787	..
The Netherlands	1,351	6,235	840	30,024

The figures show a falling off in the receipts from Havana, but a more than proportionate increase on the other hand in the amounts obtained from the Netherlands and Egypt.

Raw Beet Root Sugar.—The trade in this article exhibited but little animation during the year. A rise in prices in June was attributed to the effect of the abolition of the sugar duties in England, but this improvement was not ultimately maintained and the closing quotations at the end of the year, superinduced in part by the favourable result of the beet root crop, showed a diminution of 2 fr. per 50 kilos., the price having fallen from 56 fr. in January to 54 fr. at the end of the year. The last year's crop in Europe is estimated to have amounted to 1,100,000 tons.

Refined Sugars.—Complaints continue to be manifested in this country in respect to the unequal operation of the International Sugar Convention of November 8th, 1864, owing to the system of bounties prevailing in France, in consequence of which the main object of the convention, namely, to place the drawbacks on sugar upon a true and uniform basis, or, in other words, to place the trade in all the four contracting countries on a footing of equality, by preventing any bounty on export is said to have been systematically violated. As, however, the convention will expire on the 1st of July next, the opportunity of reconsidering the whole sugar question will be afforded to the Belgian Legislature.

Meanwhile the exports by land and sea from the Port of Antwerp of refined sugars and of raw beet-root sugar, during the first eleven months of the year 1874, appear, from the following statement, to have notably exceeded those for the corresponding period in 1873.

To—	Refined Sugars.			Raw Beet-root Sugar.
	Loaf.	Crushed.	Candy.	
	Kilos.	Kilos.	Kilos.	Kilos.
Great Britain	2,521,501	145,882	761,775	15,608,405
Canada	..	..	3,660	..
Other British Possessions..	..	533	..	..
Africa	..	..	..	..
Austria	984	..	..	..
Brazil	158,643	1,136	..	..
Chili	118,505	512	..	..
Cuba	..	..	..	..
Denmark	68,052	19,938	241,635	..
Egypt	..	..	..	..
Spain	4,920	..	967	..
United States	4,967	7,409	13,977	..
France	..	..	720,826	2,513,547
Hanseatic Towns	5,908	14,810	92,458	..
Italy	993,934	15,053	127,248	..
Morocco	83,749	..	..	..
Netherlands	104,558	464	776,980	4,614,984
Peru	..	592	..	..
Prussia	169,462	17,142	772,550	..
Portugal	23,746	..	..	..
Russia	6,256	..	5,712	..
Rio de la Plata	24,983	..	63,775	..
Sweden	77,846	8,883	891,406	..
Switzerland..	..	576	433,874	..
Turkey	59,213	211	..	..
Total for 1874 ..	4,427,227	233,141	4,909,843	22,736,936
„ 1873 ..	3,221,881	153,586	4,716,042	18,905,378

Tobacco.

The operations of the past year are considered to have been on the whole satisfactory, notwithstanding the tendency towards a decline in prices manifested in the early part of the season, and a somewhat reduced receipt in comparison with 1873. The principal transactions were in Kentucky, Manilla, and seed leaf qualities. The stock at the end of the year presented an attractive assortment, and prices remained steady. The following were the arrivals by sea in 1874:—

From—	Hogsheads.	Bales and Cases.
New York	2,001	5,009
Philadelphia	2,592	2,405
New Orleans	1,060	..
Boston	..	53
Havana	..	500
Buenos Ayres	..	326
Bahia	..	3,613
Cadiz	4	..
Seville	50	100
Riga	215	..
St. Petersburgh	436	..
Bremen	332	1,638
Hamburgh	32	1,188
France	209	408
United Kingdom	718	20,939
Total	6,998	36,830
Against in 1873 ..	7,773	37,298
And in 1872 ..	4,946	30,026

Wood, Hewn and Sawn.

This branch of trade exhibited a remarkable degree of vitality during the past year, and with the exception of pine beams from Riga (the importation of which has, from local causes, considerably fallen off), the receipts of 1874 exceeded those of all previous years. The following is a comparative statement of the imports during 1872, 1873, and 1874:—

Planks.

From—	1874.	1873.	1872.
	Number.	Number.	Number.
Memel	255,330	282,000	369,870
St. Petersburgh, Windau, and Riga ..	198,182	113,860	154,834
Dantzic	34,940	39,990	21,350

Oak Planks and Battens.

From—	1874.	1873.	1872.
	Number.	Number.	Number.
Sweden and Norway	4,602,181	4,009,300	4,413,800

Oak Mouldings.

From—	1874.	1873.	1872.
	Number.	Number.	Number.
Dantzic	424,000	70,000	237,000

PINE BEAMS.

From—	1874.	1873.	1872.
	Number.	Number.	Number.
Riga and Windau	16,459	41,463	27,410

BEAMS, SMALL DITTO, AND RAILWAY SLEEPERS.

From—	1874.	1873.	1872.
	Number.	Number.	Number.
Baltic and North America	113,095	101,530	111,130

OAK STAVES.

From—	1874.	1873.	1872.
	Number.	Number.	Number.
Baltic and North America	89,878	73,980	77,900

The arrivals of furniture woods during the past three years were the following :—

		1874.	1873.	1872.
Mahogany..	Blocks ..	6,655	8,084	6,626
Cedar	„ ..	6,983	2,974	3,886
Rosewood	„ ..	816	1,606	1,311
Ebony	„ ..	79	514	177
„ red	Pieces ..	..	..	208
Walnut	Blocks ..	1,270	5,614	3,643
Maple	„ ..	102	..	33
Box	Pieces ..	5,744	2,810	15,141
Lignum vitæ	Kilos. ..	12,600	3,000	35,500

A considerable portion of which (in 1874) was received from England.

The business in dye woods showed an improvement over that of the previous year.

SALTPETRE AND NITRATE OF SODA.

But a small quantity of saltpetre was imported direct from the East Indies during the past year, the supplies which reached this port having been mostly received from the United Kingdom. The imports of Peruvian nitrate of soda, distributed as follows, were inferior to those of the preceding year :—

	Bags.
From Iquique	20,882
United Kingdom	2,980
Total	23,862
Against in 1873	30,686
And in 1872	21,738

Hops.

The receipts in 1874 considerably exceeded those of the previous year, and may be thus classified:—

	Bales.
From Philadelphia	10
Hamburgh	440
Great Britain	430
Total	880
Against in 1873	167
And in 1872	284

Olive Oil.

The arrivals during the year 1874 are set forth in the following statement:—

	Casks.
From Gallipoli	699
Tarento	472
Naples	1
Palermo	28
Messina	143
Leghorn	104
Genoa	17
Malaga	472
Seville	66
Barcelona	1
Carloforte	1
Lisbon	28
Bordeaux	85
Havre	176
Hamburgh	29
United Kingdom	207
Netherlands	84
Total	2,613
Against in 1873	3,374
And in 1872	1,901

Palm oil was largely imported (chiefly from English ports) during the year, and English linseed oil is again favourably noticed, having been in good demand at prices fully equalling those of the native product.

The receipts of cod liver oil exceeded those of the previous year.

Fruit.

The following return embraces the receipts during the past year:—

Oranges.—39,639 boxes, of which from—

	Boxes.
Leghorn	2
Palermo	8,907
Valencia	11,809
Messina	4,962
Malaga	110
Lisbon	940
Seville	9,377
Havre	90
British Ports	3,442

Citrons.—4,058 boxes, of which from—

	Boxes.
Palermo	2,720
Seville	51
Malaga	687
Bordeaux	69
Havre	10
British Ports	571

Almonds.—2,617 packages, of which from—

	Packages.
Malaga	114
Palermo	146
Gibraltar	20
Lisbon	579
Villa Nova	952
Cette	1
Bordeaux	45
Havre	30
British Ports	750

Currants.—36,747 barrels, of which from—

	Barrels.
Cephalonia	34,200
Zante	2,191
British Ports	356

Figs.—61,900 cases and mats thus distributed:—

	Cases and Mats.
Villa Nova	51,832
Naples	1,910
Smyrne	4,142
Malaga	44
Lisbon	1,640
Barcelona	13
Havre	758
British Ports	2,461

Nuts.—2,370 bags, of which from—

	Bags.
Constantinople	874
Leghorn	280
Messina	50
Naples	594
Netherlands	572

Prunes.—24,347 barrels and boxes, received from—

	Barrels and Boxes.
Naples	11
Salonica	189
Bordeaux	23,524
Hamburgh	96
British Ports	527

Raisins.—13,812 packages, enumerated as follows :—

	Packages.
Malaga	10,909
Leghorn	215
Cephalonia	150
Lisbon	60
Barcelona	32
Bordeaux	4
Havre	1,468
Netherlands	463
British Ports	511

Resin.

According to the subjoined statement the imports from France exhibited an increase, whereas those from the United States showed a diminution, in 1874, in comparison with the imports of the previous year :—

		1874.	1873.	1872.
French	Barrels ..	28,927	22,085	23,032
American	,, ..	44,830	52,153	22,184

The estimated stocks in this market on the 31st December, 1874, amounted to 9,000 barrels American, and 500 barrels French, against 5,000 American and 600 French at the corresponding period in 1873.

Tallow.

The production of tallow in Belgium remained about the same as during the previous year, without much fluctuation in prices. The diminished demand from Germany, and reduced supplies from abroad in 1874, were counterbalanced by an increased exportation towards the North of France and Holland, and by a larger consumption of indigenous tallows in the country. The arrivals from the River Plate were as follows :—

	1874.	1873.
	Pipes.	Pipes.
Ox tallow	10,816	10,722
Sheep ditto	7,180	17,009

A diminution partly made up by increased receipts from America during the year, 2,794 casks having been imported from New York, 1,103 casks from Boston, and 1,469 casks from Philadelphia, in all 5,366 casks, against 2,226 in 1873.

Of Australian descriptions 3,002 casks only reached this port last year, against 3,557 casks in 1873.

Cattle.

The subjoined statement embraces the results of the movement of cattle, &c., in transit from this port to England during the past year :—

Antwerp to—	Oxen and Cows.	Sheep and Lambs.	Pigs.
London	971	52,873	418
,, viâ Harwich	..	53,499	340
Goole	171	..	..
Total	1,142	106,372	758

All horned cattle intended for London are landed at Deptford, where existing regulations require that the animals shall be slaughtered. Sheep and pigs are landed at Browne's Wharf, from which, after due inspection by the veterinary surgeon, and at the expiration of twelve hours, they may be freely removed.*

Navigation.

The following tables exhibit the number and nationalities of vessels arrived from and departed to foreign countries during the years below mentioned:—

I.—General Arrivals.

Flags.	1874.		1873.		1872.	
	Ships.	Registered Tonnage.	Ships.	Registered Tonnage.	Ships.	Registered Tonnage.
Belgian	181	157,464	159	113,975	154	82,684
French	368	92,840	444	91,030	370	72,397
United States	56	54,044	54	55,478	45	45,427
British	2,196	1,190,698	2,574	1,234,701	2,172	1,007,165
Dutch	88	19,600	70	15,444	96	19,957
Danish	218	44,868	228	45,684	190	36,591
Swedish	157	64,707	117	50,503	127	47,964
Norwegian	443	144,576	418	139,046	367	101,686
Austrian	38	18,626	58	25,166	41	17,678
German	441	153,727	410	132,273	394	116,375
Spanish	75	29,025	96	42,517	91	34,166
Greek	11	6,311	6	2,027	1	262
Portuguese	2	389	5	1,320	2	342
Argentine	...	...	...	...	2	916
Russian	50	19,547	54	23,798	57	28,056
Hawaiian	...	...	1	462	...	...
Italian	132	61,100	123	57,975	97	45,318
Totals	4,456	2,057,522	4,817	2,031,399	4,206	1,656,984

Arrivals of Steam Vessels.

Years.	Ships.	Tonnage.	Years.	Ships.	Tonnage.
1869	1,315	693,622	1872	2,219	1,079,519
1870	1,745	772,856	1873	2,613	1,405,292
1871	2,101	1,051,960	1874	2,619	1,518,822

* I understand that the number of oxen shipped to London during the first two months of the present year (1875) already exceeds the total number forwarded in 1874.

II.—The general arrivals were thus distributed.

From—	1874.	1873.	1872.
	Ships.	Ships.	Ships.
France	161	175	170
Great Britain	1,547	1,813	1,590
America	352	301	164
North of Europe	967	890	860
Netherlands	438	405	400
Brazil	17	25	14
Mediterranean	90	79	62
Spain	311	413	324
East Indies	26	46	30
Cuba	16	22	30
St. Domingo	34	26	41
Rio de la Plata	270	270	238
Turkey and Black Sea	136	115	115
Mexico	5	9	11
Pacific Ocean	67	84	53
Africa	28	63	25

III.—Departures.

Flags.	1874.		1873.		1872.	
	Loaded.	In Ballast.	Loaded.	In Ballast.	Loaded.	In Ballast.
Belgian	161	19	126	29	134	19
French	156	223	199	237	241	139
American	11	52	8	37	25	21
British	1,625	607	1,758	809	1,743	444
Dutch	64	31	48	20	85	27
Danish	105	120	94	130	122	81
Swedish	76	79	77	44	75	46
Norwegian	78	385	65	357	64	309
German	267	178	214	192	260	144
Austrian	18	17	32	21	23	17
Italian	31	106	21	100	31	62
Spanish	72	3	86	5	91	3
Portuguese	3	...	4	1	1	...
Argentine	...	...	1	...	...	1
Russian	5	41	14	44	18	35
Hawaiian	...	...	...	1	...	...
Greek	3	7	1	5	...	2
Total	2,675	1,868	2,748	2,032	2,910	1,346

IV.—Return of Emigration from the Port of Antwerp during the Year 1874.

Nationality and Sex of Emigrants sailed from Antwerp.

Sailed for—	British.	Belgian.	Dutch.	German.	Austrian.	Swiss.	French.	Spanish.	Italian.	Turkish.	Chinese.	Swedish.	United States.	Russian.	Men.	Women.	Infants.	Total.
New York	2	144	374	886	38	364	108	...	189	2	...	...	61	572	1,717	905	117	2,739
Philadelphia	1	91	89	713	103	243	99	2	101	...	2	1	95	915	1,372	999	85	2,456
Buenos Ayres	...	9	...	4	...	2	12	...	22	...	...	...	...	...	44	4	1	49
Rio Grande	...	...	...	50	20	2	...	...	...	...	...	...	...	...	42	28	2	72
Totals	3	244	463	1,653	161	611	219	2	312	2	2	1	156	1,487	3,175	1,936	205	5,316

Number of Passengers arrived at Antwerp from the under-mentioned Ports.

Arrived from—	British.	Belgian.	Dutch.	German.	Swiss.	French.	Italian.	Russian.	Brazilian.	United States.	Men.	Women.	Infants.	Total.
New York	18	116	33	120	6	45	6	...	...	11	269	68	18	355
Philadelphia	...	139	30	102	...	67	...	...	...	6	256	64	18	338
Buenos Ayres	19	5	...	5	1	11	...	...	1	...	44	3	1	48
Bahia	...	...	...	10	...	...	4	74	...	...	66	15	7	88
Rio Janeiro	...	...	...	...	...	11	...	...	...	...	5	5	1	11
Totals	37	260	63	237	7	134	10	74	1	17	640	155	45	840

It will be seen from the foregoing particulars that business transactions, embracing all the staple articles of commerce, were carried on at this port with no lack of spirit during the past year, although under circumstances in some respects unfavourable to importers. The relations established at the time of the Franco-German War appear to have been maintained, and a current of affairs, arising from that and other causes, has been directed towards Antwerp,* which can hardly fail materially to contribute to the future prosperity and development of the port. The tonnage of ships arrived increased from 2,031,599 tons in 1873 to 2,057,522 tons in 1874, of which 1,190,698 tons, or about 57 per cent., were British.†

General Remarks.

On the 23rd of September, 1874, the Town Council of Antwerp decided to issue bonds for a loan to the amount of 72,500,000 francs. The bonds are of the value of 100 fr. each, payable in five instalments, extending over a period of two years. A portion of the interest is retained for the purpose of forming prizes or premiums (primes), to which the earliest numbers drawn at stated intervals are entitled, the highest prize being one of 100,000 fr. This system is greatly approved by the public, and one of its favourable features is, that it is found to encourage habits of economy among the people, as it admits of saving money in small sums at a time, while it also affords the advantage (much prized here) of comparative secresy in buying and selling the stock. The interest on the loan will be covered by the ordinary resources of the town, a sure proof of its increasing prosperity. The money thus obtained, having realized at the rate of issue—86½ per cent.—60,000,000 fr., is to be devoted to public improvements, the following being amongst the leading projects already decided upon:—

1. *Waterworks.*—The supply will be drawn from the River Nèthe, and will be carried to the highest stories of the houses, a great advantage for domestic purposes, besides affording an invaluable resource in case of fire, from which scourge Antwerp has much suffered in recent years. The contractors are Messrs. Quick and Son, and John Vincent Dick, of London.

2. *Drainage* will be extended and improved, and the new water supply will allow of the periodical flushing of the drains and cleansing of the streets, from which a considerable amelioration in the public health is expected.

3. *Paving and Lighting* both to be improved.

4. *The Public Abattoir* (referred to in the last annual report from this consulate) now in process of construction.

5. *A new Athenée and a new Commercial Institute* to be erected, both the present buildings being too small and ill adapted for the purposes of education.

6. *A new Musæum* is also projected for the purpose of preserving the invaluable art treasures collected in the present building from the danger of fire, to which they are now exposed in the centre of an agglomeration of warehouses in the commercial part of the town.

* See Report by Lord Lytton, Secretary of Her Majesty's Embassy in Paris, "On the Financial Situation of France, 1874;" also the Report of Mr. F. Bernal, Her Majesty's Consul at Havre, "On the Trade, Commerce, and Navigation of that Port for the Year 1873."

† According to a statement recently published relative to the general trade of Belgium in 1874, it would appear that the imports during the past year showed a diminution of 6 per cent. in comparison with those of 1873, the exports on the other hand in 1874 exhibiting an increase of 1 per cent. as compared with 1873.

7. *Enlargement of the City*, embracing the transformation of the site of the historically famous citadel of Antwerp into a new 'quartier,' with boulevards, squares, a railway station, and docks for the accommodation of the boats engaged in navigating the rivers and canals of the interior.

8 *The construction of a bridge or tunnel* to open up a more direct communication with the fertile districts of East Flanders, lying on the left bank of the Scheldt.

9. *Quays* are to be constructed further out in the river, so as to allow vessels of deep draught (especially steamers) to arrive and depart, load and unload independently of the tides.

10. *New Docks* are projected upon an extensive scale, to be fitted up with the most approved conveniences for facilitating the lading and discharging of cargoes, as well as for all necessary repairs to ships.

Amongst various other projects emanating from private enterprise may be mentioned, the erection of a new Sailor's Institute and Bethel in connection with the British and Foreign Sailor's Society of London, and the American Seamen's Friend Society of New York, and of a Sailor's Home for Seamen of all Countries, on the plan of those existing in England. As regards the former, the Mission has been established for some years past, the Belgian Government having hitherto most liberally granted the use of rooms for the purpose, free of charge, in the ancient building known as the Hanseatic House, and a prospectus recently issued states that, "during the past year in these rooms over 300 meetings have been conducted, attended by some 8,000 people, including many sailors, while 1,380 seamen have visited the Reading Room to write letters, read books, and spend their time away from the many places of temptation." There is also a flourishing Sunday School connected with the Mission, a temperance organization, and besides the regular religious services, monthly lectures and entertainments are given by resident ladies and gentlemen. The tenure by which the present premises are held being uncertain, in consequence of negociations going on for the sale of the building, and the same being also inadequate to the growing requirements of the port, a subscription has been set on foot towards the construction of a new building, and a plot of ground in a suitable situation has been already purchased, for which 244*l.* have been paid down as a first instalment. It is satisfactory to state that over 1,200*l.* have been already given, or promised, but to erect a building worthy of the object in view not less than 2,500*l.* will be required.

The question of the Sailor's Home, although of pressing importance for the protection and comfort of the large number of seamen who are annually discharged at this port, remains still, from local causes, to a certain extent in abeyance. An influential committee has, however, been formed for the purpose of examining into the matter, and it is hoped that a subsidy from the town may be obtained to assist in realizing this most desirable object. But extraneous aid will be needed, and when it is considered that during the year 1874, 4,456 ships entered the port of Antwerp (of which number 2,252 were English and American, representing a tonnage of 1,244,742 tons), the urgency of both these last named projects cannot fail to be recognized. The present situation of temporarily unemployed seamen at this port is generally considered so unsatisfactory that the German Government, as I have understood, some time since contemplated founding a Sailor's Home here for their own seamen, a decision in regard to which has, I learn, been suspended until the scheme of the larger project above alluded to has received a solution.

A matter of much interest to the working classes was accomplished during the autumn of 1874. An Economical Restaurant for the people,

on a scale sufficiently extensive to test its value, was inaugurated under the auspices of a society. At this establishment artisans may obtain a substantial mid-day meal (diner complet) for 60 c., or about 6*d.*; and soup is also furnished to the labouring classes, by an association previously existing, at the rate of 8 c. a litre, or under 1*d.* per quart.

Municipal Fêtes—Royal Visit.—I cannot close this review of the transactions of the past year without alluding to the Annual Municipal Fêtes which took place in August last, on which occasion Antwerp was honoured by a visit from their Majesties the King and Queen of the Belgians, and Her Royal Highness Princess Louise of Belgium. A peculiar degree of interest for several reasons attached to last year's celebration, and the programme of proceedings prepared for the day fixed for the Royal Visit—Monday, August 17th—was unusually varied and attractive.

The reception of the Royal Family on their arrival from Brussels, accompanied by several members of the cabinet, and a numerous suite, was of the most enthusiastic description. After a public reception of the authorities at the Palace, the King and Queen, with the Princess, proceeded to inspect the new National (Flemish) Theatre, a strikingly handsome building, designed by Mr. Dens, where the Royal Party were received by a society formed for the promotion and development of Flemish literature, an address in that language being presented to their majesties. The Royal Guests then successively visited the superior model lodging-houses for artisans, founded by the late Mr. Charles Geelhand; the Cercle Artistique, containing a highly characteristic and valuable collection of works of art, contributed by the most eminent contemporary painters connected with the Antwerp school (including the names of Levs, De Keyser, Van Lerius, Verlat, Alma Tadema, Guffens, Swerts, Van Luppen, &c.); and an exhibition of the Federal Association of Gymnasts—comprising delegations from various German, English, French, and Dutch Gymnastic Societies—who were that year celebrating their eighth festival. Finally at 4 p.m. their Majesties reached the Esplanade, for the purpose of witnessing the demolition of the Citadel of Antwerp, the last remnant of the old Spanish fortifications erected in the sixteenth century, and the destruction of which, together with the appropriation of the ground on which it stood, formed part of the vast scheme of public works and maritime aggrandizement contemplated by a recent law, that of the 17th of April, 1874.

After a discourse, explanatory of the advantages likely to accrue to the port of Antwerp from the proposed undertakings, delivered by Mr. L. De Wael, the burgomaster, to which His Majesty replied in terms expressing cordial sympathy with the project, the King and Queen, to whom the traditional shovel and pick-axe—both in this instance specimens of elaborate workmanship—were handed by the burgomaster, gave the signal of demolition by removing some sods of turf from the rampart facing the pavilion which had been erected for the accommodation of the royal party, the example of Their Majesties being followed by the prime minister, Mr. Malou, immediately after which a large portion of the walls and outworks of the fortress were blown up by gunpowder. The august visitors then left, and proceeded amidst the acclamations of the crowd to the Brussels station, where the train was drawn up in readiness to receive them.

The site occupied by the citadel and its dependencies contains space enough for the formation of a new town of from 18,000 to 20,000 inhabitants.

Antwerp, March 22, 1875.

COLOMBIA.

CARTHAGENA.

Report by Acting-Consul Stacey on the Trade of Carthagena, for the Year 1874.

Shipping and Navigation.

The number and tonnage, in register tons, of shipping which entered this port in the financial year 1873–74, were as follows :—

Nationality.	Number.	Tonnage.	Crews.
British..	42	46,769	1,816
German	7	5,039	226
French..	8	1,895	84
Dutch	4	348	37
United States..	3	305	22
Norwegian	2	662	20
Danish..	1	160	7
Total	67	55,178	2,212

British Ships.—Of the 42 which entered, 41 were steamers, and of these 24 belonged to the West India and Pacific Steam Ship Company, of Liverpool; 10 to the "Atlas" line running hither from New York, and 7 to the Royal Mail Steam Packet Company. All of them brought to Carthagena small quantities of merchandise and took hence products of the country, with the exception of the packet ship "Tasmanian," which entered the harbour, in the month of February, to land mails and passengers, having been unable to do so outside, in front of the city—as has been the custom with the packet steamers since the year 1869—owing to the heavy sea running the day she arrived. The sailing vessel, measuring 160 tons, entered in ballast, but left with a full cargo for New York.

German Ships.—Of the 7 which entered, 3 were steamers of the North German Lloyd Company's fleet, bringing merchandise from Bremen and Southampton, and carrying hence tobacco and other articles. Of the sailing ships, 3 arrived with British manufactures from Grimsby, and 1 laden from Hamburgh. One left with produce for Liverpool; 1 cleared in ballast for Savanilla, and 2 for an outport, to load cedar and ivory nuts for Liverpool.

French Shipping.—Of the 8 French vessels which entered, 7 arrived from Havre and 1 from Bordeaux, all of them partly laden, having been, before coming to Carthagena, as had all the British and German ships above mentioned, either to Santa Martha or Savanilla, if not to both those ports, to discharge a portion of their outward cargoes. Two of these vessels were partly laden here for Havre, and one for Bordeaux. Four left in search of freights elsewhere.

United States Vessels.—Of these, 2 arrived from New York and 1

from Baltimore with assorted cargoes. One, only, returned to the United States laden here; the others cleared in ballast.

The Dutch vessels comprised 1 brig and 3 schooners. The former with merchandize from Hamburgh, the schooners from Curaçoa and Aruba with animals. All left in ballast.

Norwegian Ships.—One brought sugar and Spanish wines from Havana, and loaded here for Liverpool. The other entered in ballast and proceeded to Zispata to receive a cargo of mahogany and cedar for an English market.

The Dane, a brig, arrived from Havre with part of her cargo for this place, and part for Savanilla, and whither she proceeded for her homeward cargo.

The following table shows the totals of British and foreign tonnage for the last five years.

Year.	British.			Foreign.		
	Ships.	Tonnage.	Crews.	Ships.	Tonnage.	Crews.
1870	40	29,155	828	28	5,944	274
1871	25	21,010	611	23	4,241	193
1872	24	22,319	675	25	5,108	235
1873	25	23,597	796	26	7,135	342
1874	42	46,769	1,816	23	7,747	376

The great increase noticeable in British tonnage is due to there having been ten arrivals in the last year, against four in the preceding one, of steamers belonging to the "Atlas" line; and to a monthly arrival, from July last, of one of the cargo ships of the Royal Mail Packet Company.

It will be made apparent, however, by the following statements of imports and exports that, although there has been this large increase in tonnage, the commercial operations of this port for the past year have fallen short of those of 1873.

Imports and Exports.—The following table shows the official value of imports and exports for the five years 1870 to 1874.

Year.	Imports.	Exports.
	£	£
1870	115,127	136,503
1871	61,819	110,910
1872	89,067	108,062
1873	153,160	91,146
1874	130,220	103,096

The following are the comparative values of the imports from Great Britain and from all other nations, and of the exports thereto for the last five years.

Year.	Imports.		Exports.	
	From Great Britain.	From other Nations.	To Great Britain.	To other Nations.
1870	67,520	47,607	53,144	83,359
1871	56,701	12,118	52,996	57,914
1872	55,980	33,087	44,843	63,219
1873	89,988	63,172	20,774	70,372
1874	48,100	82,128	34,886	68,108

The great difference observable by the above in the value of imports from Great Britain during the past year, as compared with 1873, must not be taken as indicating a relative decline in British trade at Carthagena. Some of the leading merchants of this city—who had not previously engaged in the dry goods business—with the object of entering into competition with the merchants of Barranquilla at the fairs periodically held at Magangué, introduced largely, in 1873, English textile fabrics, which helped to swell to an unusual extent the imports of that year. It has to be observed, moreover, that a large share of the introductions from Colon during 1874, the total value of which was 17,341*l.*, comprised British manufactures which had been sent thither to be introduced into the country clandestinely, as opportunities offered, through one or other of the small bays or creeks immediately to leeward of this place, in pursuance of a traffic which had been successfully carried on for several years, but which the vigilance of the coast-guard officers has, of late, greatly, if not totally, suppressed. These introductions, if made direct, would have augmented very considerably the figures given as the value of imports from Great Britain in 1874.

The imports from France have been of the value of 21,112*l.* in the past, against 29,034*l.* in the previous year. What is stated in the preceding paragraph relating to introductions from Colon, is also applicable here. A large amount of liquors and other French products, reached this port during the past year, viâ Colon, and will account, to some extent, for the difference in the above values.

Imports from the United States show a large increase in 1874, as compared with 1873, having been 30,841*l.* and 24,013*l.*, respectively. This increase may be fairly and legitimately assigned to the advantages accruing to commerce through the use of steam in lieu of sailing ships. A noticeable increase has been gradually going on in the traffic with the United States, as well import as export, since 1872, when steamers first commenced to run from New York to this port.

From Germany the imports have amounted to 5,990*l.* in 1874, against 7,280*l.* in 1873.

No returns are obtainable from the custom-house which show the value of imports and exports in the vessels of the respective foreign nations. A very large proportion of the French and German merchandise introduced here is sent to England for conveyance hither in British ships, whilst the coffee, tobacco and other articles, sent hence to Bremen, Hamburgh, and other European ports, are embarked in English steamers proceeding to Liverpool and Southampton, for transmission from thence to their destination.

It may be estimated that 65 per cent. of the entire traffic is under the British flag.

The following table, compiled from official data, shows the compara-

tive quantities of the articles imported from Great Britain, and from other nations, during the financial year 1873–74.

Articles.	Class for Duty.	From Great Britain.		From other Nations.	
		Packages.	Weight.	Packages.	Weight.
		Number.	Kilos.	Number.	Kilos.
Agricultural implements ...	3rd	...	...	43	1,785
Ale and beer	3rd	212	17,181	46	3,431
Aniseed...	4th	...	...	108	8,344
Axes	2nd	...	...	159	4,257
Biscuits...	3rd	...	...	9	574
Books:—					
Printed	3rd	...	...	35	2,553
Blank	3rd	3	166	3	264
Boots and shoes	5th	10	603	54	2,360
Brandy	3rd	255	6,792	3,661	85,945
Brushes...	3rd	2	199	5	132
Butter	3rd	...	...	52	1,704
Cables and coir rope	2nd	78	2,922	...	...
Candles:—					
Tallow	3rd	...	...	712	8,105
Stearine	3rd	193	2,547	642	14,319
Cards, playing...	5th	1	36	1	61
Cartridges	5th	4	264	15	466
Cigars and cigarettes ...	5th	1	75	39	591
Clocks and watches	3rd, 4th	1	45	19	746
Clothing, ready-made ...	5th	43	3,265	76	5,326
Cocoa	2nd	...	...	155	6,501
Codfish	2nd	8	293	192	4,446
Copper articles	3rd, 4th	3	518	37	1,882
Cordage	3rd	20	2,030	23	1,989
Cummin seed	4th	...	...	36	1,622
Cutlasses	3rd	34	1,901	639	13,095
Cutlery	4th	6	562	1	4
Drugs and medicines ...	3rd	99	6,064	521	23,503
Earthenware	3rd	154	30,844	306	17,507
Florida water	3rd	1	20	1,279	17,971
Flour:—					
Wheat	2nd	...	...	4,863	301,187
Maize...	1st	...	...	39	899
Furniture	2nd, 3rd, 4th	1	64	194	20,562
Gin	3rd	50	1,740	593	14,399
Glass:—					
Bottles and demijohns ...	2nd	...	...	11,147	55,148
Manufactured	3rd	33	5,261	132	9,018
Guns, fowling-pieces	4th	30	2,271	28	2,287
Gun caps	5th	5	172	4	252
Hams	2nd	10	1,099	27	1,969
Hats, felt, straw, &c.... ...	5th	3	158	28	1,275
Ice	1st	...	...	3	250
India-rubber articles... ...	4th	3	48	12	239
Ink	3rd	...	...	65	1,177
Iron in various forms ...	2nd, 3rd, 4th	5,473	63,220	1,489	56,128
Jewellery, imitation	5th	2	19	2	33
Kerosine oil	2nd	...	...	1,618	109,965
Kitchen ranges	3rd	3	283	...	...
Lamps	3rd	5	1,105	78	4,392
Lamp wicks	5th	...	...	2	41
Lard	2nd	3	56	1,275	44,502
Lead, manufactured	3rd	109	8,203	96	8,501
Looking glasses	4th	7	574	21	1,249
Lucifer matches	3rd	66	5,730	86	4,313
Machinery, sugar, &c. ...	1st	10	1,790	25	2,521
Marble:—					
Tiles	1st	...	...	3	585
Slabs	2nd	...	...	6	280
Mills:—					
Corn	2nd	...	...	13	461
Coffee	3rd	...	...	8	470
Music paper	4th	1	69	1	54
Musical instruments	3rd	1	365	1	54
Mustard	4th	2	81	1	17
Nails, iron	4th	...	...	4	211
Oakum and tow	3rd	2	52	30	857
Oils	3rd	41	1,792	649	17,329
Onions	1st	...	...	44	2,690
Paints, prepared	3rd	21	5,344	82	4,121
Pasteboard articles	3rd	...	...	3	600
Perfumery	5th	3	52	34	2,578
Pins and needles	4th	2	69	...	...
Pianofortes	3rd	1	274	4	689
Pickles	3rd	...	...	15	472
Pepper and pimento	4th	...	...	3	162
Pitch	2nd	...	...	73	8 242

Articles.	Class for Duty.	From Great Britain.		From other Nations.	
		Packages.	Weight.	Packages.	Weight.
		Number.	Kilos.	Number.	Kilos.
Potatoes	1st	...	...	192	13,340
Powder	4th	294	3,099	1,224	6,497
Printing paper	2nd	6	147	23	2,764
Provisions, prepared	3rd	85	7,668	645	22,947
Prunes	3rd	...	...	10	277
Pumps, hydraulic	2nd	4	408	16	1,163
Rice	1st	601	37,699	1,661	23,902
Roman cement	1st	...	...	44	5,445
Saddlery	5th	2	35	2	70
Sacks, empty	1st	84	22,344	8	1,356
Salt	...	...	...	302	27,686
Soap:—					
Common	2nd	120	5,145	6,665	58,599
Oil	3rd	3	133	591	10,800
Scented	5th	1	152	...	...
Sewing machines	2nd	10	821	60	2,900
Skins, tanned	3rd	3	193	32	1,647
Slates, for schools	2nd	...	...	2	82
Spices	4th	2	87	47	2,279
Small wares	5th	...	...	7	229
Steel manufactures	4th	2	533	9	690
Straw, plaited	2nd	...	...	3	69
Sulphuric acid	2nd	...	...	4	412
Sugar	2nd	3	213	1,541	139,369
Stationery	3rd	...	...	32	2,667
Tar	2nd	...	...	167	20,720
Tea	4th	...	...	5	204
Textiles:—					
Plain cottons	4th	151	13,785	53	4,885
Printed cottons	5th	480	43,911	126	24,739
Linen fabrics	5th	219	16,660	112	6,683
Flax fabrics	4th	194	22,632	52	6,271
Osnaburgs	3rd	72	14,467	76	8,634
Sail cloths	3rd	137	19,712	1	123
Silk fabrics	5th	10	594	15	574
Woollen fabrics	5th	60	4,850	59	3,891
Waterproof fabrics	5th	2	193	1	14
Varnished fabrics	5th	1	81	...	...
Thread, cotton and linen	4th	55	3,883	19	1,526
Timber, deals, planks, &c.	1st	...	...	8,204	281,866
Tin and pewter ware	4th	9	467	6	290
Tobacco:—					
Chewing	3rd	...	...	259	14,549
Leaf	3rd	...	...	709	18,567
Toys for children	4th	2	120	13	1,194
Turpentine	3rd	5	120	11	580
Umbrellas	5th	1	23	8	415
Varnish	3rd	...	...	10	1,276
Vermicelli	2nd	...	...	131	3,586
Vinegar	3rd	...	...	121	4,027
Walking sticks	5th	2	36	2	49
Wax, bleached	4th	1	64	17	882
Wines	3rd	153	8,017	1,541	113,288
Wine-bitters	3rd	...	...	46	1,017
Writing paper	3rd	16	3,149	111	9,813
Wrapping paper	2nd	...	...	41	4,142
Zinc, in sheets	2nd	12	2,980	9	2,224
Various articles	...	370	22,801	416	68,053

The subjoined statement shows the number of packages, with their gross weight in kilos., the invoice value thereof, and from whence imported, during the financial year ended the 31st of August, 1874.

From whence Imported.	Number of Packages.	Weight in Kilograms.	Invoice Value in Dollars.
Great Britain	9,911	435,600	240,500
U. S. America	28,943	1,033,015	154,207
France	9,381	262,097	102,554
Germany	10,031	88,420	29,948
Cuba	1,053	114,106	28,680
Curaçoa	611	55,172	8,500
Colon	12,042	307,654	86,707
Total	71,972	2,296,065	651,096

The following shows the invoice value of imports, and the duties levied thereon, for the five last financial years.

Year.	Value of Imports.	Amount of Duties.	Average Percentage of Duties.
	£	£	
1869–70	575,639	142,997	24⅘
1870–71	344,096	109,500	31⅘
1871–72	381,193	115,870	30⅜
1872–73	767,682	207,366	27⅛
1873–74	651,096	162,395	25

The diminution in the average percentage duty rate on imports in the past, compared with the three preceding years, is to be accounted for by the greatly increased relative proportion of the receipts in the past year from the United States, most of which come under the 1st and 2nd classes in the tariff.

Import Duties.—For revenue purposes, duties on imports have, since the 1st of September, 1872, been divided into five classes, and paid, up to the 31st of August last, as follows:—

1st Class	Free
2nd „	2 c. the kilo.
3rd „	10 c. „
4th „	24 c. „
5th „	36 c. „

Salt, not included in the above, has paid 16 c. per 12½ kilos.

Since the 1st of September, however, in order to meet the additional obligations of the Government for the promotion of railroads, telegraphic communication, and other enterprises, deemed essential for the welfare of the nation, an addition of 25 per cent. to the above rates, was authorized by Congress in its last session. The tariff, therefore, in operation for the current financial year, is as follows:—

1st Class	Free
2nd „	2½ c. the kilo.
3rd „	12½ c. „
4th „	30 c. „
5th „	45 c. „

Salt paying 2 c. the kilogramme.

By a legislative enactment, bearing date the 27th of June, 1874, all machinery for use in agriculture, and of whatever weight, when for mining purposes, was declared free of duty; and pisones, or stamp-heads, for crushing mineral substances, were declared to belong to the 2nd class in the tariff. With these exceptions, the tariff classification of articles, as contained in Mr. Consul Mallet's Trade Report for the year 1873 from this Consulate, remains unchanged.

There is no bonded warehouse, or deposit system, in this country. All merchandise, unless detained on account of some irregularity, or deficiency, in the entry documents, is at once passed through the custom-house. The duties, when not exceeding 100 dol., are payable in cash. When in excess of that amount, it is at the option of the importer to pay cash with a deduction of 2 per cent., or to give a pagaré, or promissory note, at 4 months' date, payable in Bogotá. The pagaré to bear an approved signature, besides the importer's, as guarantee for the payment.

The want of attention to the customs' laws and regulations has been the cause of numerous fines and losses to importers during the past year. It is essential that every package of merchandise should have the weight, as well as a distinguishing mark and number, put on it, or it otherwise incurs a fine. It is also essential that one copy of the invoice—made out in triplicate and duly certified by the Columbian Consul—should accompany the merchandise, and that it contains the mark, number, and weight of each package. It suffices, however, when a number of packages are of like mark and contents, and of the same weight—the corresponding numbers being inserted—to give the total number of packages, as weighing each so much, and extending the weight of the whole. The total value is all that is needed in the invoice for presentation to the custom-house.

A return of the exports, as given officially, for the last financial year accompanies this report. I would here observe, however, that although every reliance can be placed on the official account of imports, such cannot be done with regard to exports, as, from the fact of their paying no duty, little care is taken by the custom-house employés to obtain either their precise quantity or value, and, judging from information which I have received, it is probable the actual exports exceed by one third the figures officially given of them.

The following is a comparative table, as officially given, of the chief articles of export, for the last five financial years.

Articles.	1869-70.	1870-71.	1871-72.	1872-73.	1873-74.
	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.
Tobacco	598,169	703,130	322,692	413,600	411,573
India-rubber	353,366	307,905	272,728	180,323	208,918
Hides	194,938	232,439	179,708	108,233	68,657
Cotton	334,443	59,665	115,698	40,107	51,364
Ivory nuts	693,472	563,300	519,618	445,610	276,311
Sugar	..	11,780	300,874	36,871	99,388
Cedar	5,690	..	250,000	1,850	905,620
Coffee	19,020	73,769	5,680	5,639	17,150

Tobacco.—This article is the first in rank in the list of exports. It is extensively cultivated within this consular district, to the greatest extent in the departments of Carmen, Sincelejo, Colosó, Corosal, Turbaco, and San Estanislau. The whole, however, is known abroad as Carmen tobacco. The shipments at this port form no criterion of the aggregate

yield of the district, as the greatest share of it is exported through the port of Savanilla. The crop of the past year may be estimated at from 85,000 to 90,000 serons, whilst the shipments at this port have been but 16,217 serons, of which 263 went to Great Britain, 15,756 to Germany, and 198 to Colon.

India Rubber is the most speculative article of commerce which enters this market. It is brought in a crude state in slabs, or pieces, of various sizes—weighing from 10 to 200 lbs.—from the forest lands extending between the rivers Sinú and Atrato, and those bordering the rivers Cauca and San Jorge. Owing to the continued practice of cutting down the tree in order to obtain a larger immediate supply of the gum, in lieu of tapping the tree, as is done elsewhere, the distance to go for it, and the labour in procuring it, are annually increasing. Latterly many of the explorers from this place have gone westward—or to the Pacific side of the Atrato, and have carried their collections to Panamá, as the more accessible market. It is probable, however, owing to the hostility manifested by the Darien Indians to their advance in that direction, who lately killed a party of rubber seekers, that they will return to sell what they collect at this port.

Only a small part of the rubber brought here for sale is exported in a crude state, the larger portion is prepared for shipment by pressing and drying. The shipments of prepared and unprepared, and the market range of prices of crude rubber during the past seven years, have been as follows:—

	Quantity.	Price per Lb.
	Lbs.	Cents.
1868	1,256,400	15 to 20
1869	771,300	20 25
1870	778,300	20 28
1871	661,200	25 33
1872	595,300	29 42
1873	401,150	25 36
1874	460,800	24 33

The loss in weight in preparing for shipment may be estimated at about 30 per cent., and this percentage must be added to the above prices to give the shipping cost of prepared rubber.

The destination of the india rubber shipped during the past year was as follows:—

	Prepared.	Unprepared.
	Lbs.	Lbs.
To Great Britain	218,600	35,150
United States	167,200	2,600
Germany	34,600	2,650

Hides (*Ox and Cow*).—The number of hides exported depends mainly upon the demand there may have been for hides for tobacco packing, for which purpose a large number are annually used. The shipments during the past year have been small, namely, 4,415 to Great Britain, and 3,306 to the United States, at prices ranging between 6*d.* and 7½*d.* per lb. for dry hides.

Cotton.—The shipments are limited to the supplies obtained in the neighbouring districts, and as for several years no fresh lands have been put into cultivation, the quantity produced is gradually falling off. In the past year only a little over 1,200 quintals was exported, against 7,350 quintals in 1870.

Ivory Nuts are brought hither from the forests bordering the rivers Atrato and Magdalena. Owing to the demand there is at the present time for the German markets, the price of this article has advanced within a short time from 32 dol. to 50 dol. (6*l.* 8*s.* to 10*l.*) per ton, of 1,000 kilograms; and it is probable the shipments of this year will treble those of the last, which equalled about 275 tons, viz., 180 to England, 50 to Hamburgh, and 45 to New York.

Sugar (*muscovado*) has not hitherto been a permanent item of export, as it is now destined to become at this port. It has only been when, through an unusually abundant supply, or when there was great inducement by high prices abroad, that shipments have been attempted; but the founding of several sugar estates on a large scale within the last two years, the greater part of the produce from which will have to find a market abroad, will doubtless give shipments of sugar, henceforward, a prominent place in the list of exports. The crops now being taken in promise most favourably. The quality of the parcels already received is excellent—white, dry, and grainy. The price, for consumption here, is from 5 dol. to 6 dol. 50 c. per quintal, or, say, from 1*l.* 2*s.* to 1*l.* 8*s.* per cwt.

It will not be out of place to mention here, that on one of the estates about 60 coolies—contracted in Jamaica—are located, and that by their obedient and generally submissive demeanour, they have tended to improve the conduct of the native labourers employed on the estate, and enabled the manager of it to organize a system of order and punctuality quite unknown elsewhere in the country.

Cedar and Mahogany.—There have been about 350 logs of cedar and mahogany embarked at this port, for Liverpool and London, during the year 1874, per steamer. Three sailing vessels, with a carrying capacity together of about 1,000 tons, have loaded in the Sinú river, but there are no particulars of their cargoes recorded at this custom-house.

Coffee.—This article is cultivated only to a small extent in this State. It is one of considerable importance, however, in the adjoining State of Santander, from whence the small shipments effected at this port during the past year have been received.

Public Works.

Dique Canal.—After repeated disappointments in seeing the accomplishment of this undertaking, which would, if effected, open up a commodious and economical water communication between this port and the River Magdalena, and enable Carthagena to compete advantageously with Savanilla and Santa Martha in the transit trade with the interior of the Republic—now almost entirely monopolized by Savanilla—renewed hopes of its early realization have again been excited.

On the 1st of December last, as I had the honour on that date officially to report, a contract was signed on behalf of Messrs. Yllas and Co., of London, with the Government of this State, by which the former engage themselves to have the Dique open for navigation and three steamers on it, of a carrying capacity of not less than 125 tons each, to run monthly between Carthagena and Caracoli—the highest point on the River Magdalena reached by steamers—within two years and-a-half from that date.

The exclusive privilege of the Dique navigation is ceded to Messrs. Yllas and Co. for fifty years, and a net return of 10 per cent. on the estimated capital required, for cost of steamers and work to be executed, of 300,000 dol., is guaranteed them (7 per cent. by the National, and 3 per cent. by the State Government) until such time as the enterprise shall have netted 10 per cent. per annum for five consecutive years on the capital stipulated. Besides which, a concession of 15,000 hectares of land bordering on the Dique, and the free use of certain large and convenient buildings, adjacent to the city, for offices and storerooms for the term of the privilege, are likewise granted them.

It cannot be doubted but that this enterprise, if carried through with energy and intelligence, will prove in every way a successful one, and be the means of restoring Carthagena to its former rank of first port of the Republic; and already, in anticipation of the expected result, the rents of shops and stores in the business quarter of the town have increased; many houses which have remained untenanted and abandoned for years are being made habitable; and measures are likewise being taken to preserve from further decay several of the public edifices which had long been entirely neglected.

Joint Stock Bank.—A bank entitled the "Banco de Bolivar," with a subscribed capital of 120,000 dol., was opened for general banking operations on the 28th of October last. The want of a bank had been much felt, and in view of the favourable results obtained by kindred establishments opened during the last three years in the capital and several of the principal provincial towns of the Republic, it is matter of surprise that this city should not sooner have followed their example.

City Improvements.—Although it is impossible to assert that much has been done under this head, yet several matters of public utility and convenience have been accomplished during the year. The erection of a clock tower; the lighting of the streets with gas; and the laying out of a public promenade outside the walls of the city, which extends from the inner to the outer town, and affords a healthful and agreeable place of resort after the heat of the day, are of the improvements most deserving of mention.

Trade of Santa Martha and Savanilla.

The following tables give the amount of traffic—import as well as export—at the ports of Santa Martha and Savanilla for the last five years:—

Leading articles of Export at Santa Martha.

Names of Articles.		1870.	1871.	1872.	1873.	1874.
Bark, cinchona	Serons	12,649	27,330	22,072	14,829	2,876
Cedar and mahogany	Logs	...	470	810	1,664	2,846
Cotton	Bales	4,395	850	780	265	...
Cotton seed	Tons	345	156	164	67	...
Coffee	Bags	7,159	5,176	1,952	967	361
Dividivi	Tons	14	51	84	89	57
Fustic	,,	789	1,414	1,111	1,007	367
Hides, ox and cow	Number	22,358	41,401	40,396	25,150	19,676
Indigo	Chests	857	1,837	860	227	3
Ivory nuts	Tons	116	712	79	54	...
Silver ore	Serons	2,755	1,678	562	70	...
Straw hats	Bales	342	483	143	47	6
Sugar, Muscovado	Cwts.	185	2,694	2,842	402	...
Tobacco	Serons	10,480	12,763	2,786	3,157	2,270

Leading articles of Export at Savanilla.

Names of Articles.		1870.	1871.	1872.	1873.	1874.
Bark, cinchona	Serons ...	2,391	5,402	25,544	44,740	52,247
Coffee	Bags ...	13,032	21,860	29,020	41,001	39,639
Cotton	Bales ...	10,272	6,687	11,295	6,280	7,097
Cotton seed	Tons ...	988	1,216	816	1,102	1,323
Dividivi	,, ...	15	...	177	275	119
Fustic	,, ...	885	130	1,875	2,173	1,884
Hides, ox and cow	Number ...	47,153	24,658	64,228	76,746	78,485
Ivory nuts	Tons ...	249	321	725	843	858
Indigo	Chests ...	80	505	1,236	1,354	710
Silver ore	Serons ...	...	4	1,939	2,850	4,016
Straw hats	Bales ...	250	197	349	318	269
Sugar	Boxes and Bags ...	...	898	2,334	1,029	759
Tobacco	Serons ...	59,420	47,626	69,875	73,430	82,781

Invoice values of Imports for the fiscal years ended August 31st, 1870 to 1874.

Year.	At Santa Martha.	At Savanilla.	Total Value of Imports.
	Dollars.	Dollars.	Dollars.
1870	4,084,350	392,135	4,476,485
1871	3,932,827	655,731	4,588,558
1872	3,973,512	2,433,834	6,407,346
1873	2,135,543	7,012,631	9,148,174
1874	1,036,037	8,350,000	9,386,037

Export values.

Year.	At Santa Martha.	At Savanilla.	Total Value of Exports.
	Dollars.	Dollars.	Dollars.
1870	3,603,299	2,378,854	5,982,153
1871	4,449,629	1,550,895	6,000,524
1872	2,820,409	2,852,996	5,673,405
1873	823,902	7,104,859	7,928,761
1874	292,860	8,764,786	9,057,646

Import duties.

Year.	At Santa Martha.	At Savanilla.	Total of Import Duties.
	Dollars.	Dollars.	Dollars.
1870	1,097,020	90,011	1,187,031
1871	1,077,682	130,731	1,208,413
1872	911,851	665,009	1,576,860
1873	547,168	1,560,876	2,108,044
1874	293,926	1,875,701	2,169,627

There has been, as shown, a large falling off both of imports and exports at Santa Martha, but the difference will be found to have been fully compensated by the increase which has taken place in both at

Savanilla, whither, since the opening of the railroad from Barranquilla to that port, in January, 1871, the traffic formerly directed through Santa Martha has been gradually drifting.

It will be remarked that prior to 1873, the aggregate value of exports at the two ports was in excess of imports, but that for the last two years it has been the reverse, the imports in both having been in excess of exports.

The shipments of treasure, in gold and silver bars and gold dust, as well as coin, usually amounting to between 2,250,000 dol. and 2,500,000 dol. are included in the above values of exports. The amount, however, embarked at Savanilla during the past year amounted to 3,441,087, or to about 1,000,000 dol. beyond the average of previous years, and which is to be attributed to the large amount of specie sent out of the country owing to the high rates for bills of exchange, the premium on which has ranged from $2\frac{1}{2}$ to $4\frac{1}{2}$, and up to 5 per cent. for banker's bills, during the year.

It is generally admitted that imports in the past two years have been on a scale far exceeding the requirements of the country, and that at the present time large stocks are held by dealers. There is, consequently, reason to count on diminished importations in the current year, indications of which are already manifested by the reduced revenue receipts, since August last, at the several custom-houses within this consular district.

Carthagena, February 17, 1875.

Return of British Shipping at the Port of Carthagena in the Year 1874.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.								Cleared.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
30	1	31	36,515	1,286	37,801	1,451	£ 63,341	25	6	31	29,812	7,989	37,801	1,451	£ 59,743

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.								Cleared.							
Countries whence Arrived.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.	Countries to which Departed.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
U.S. America ...	10	...	10	8,808	...	8,808	359	£ 27,631	U.S. America ...	10	1	11	8,228	740	8,968	365	£ 16,345
St. Thomas	...	1	1	...	160	160	6	...		...	...	...	...	...	...	...	...
Total	10	1	11	8,808	160	8,968	365	27,631	Total	10	1	11	8,228	740	8,968	365	16,345

Return of British and Foreign Shipping at the Port of Carthagena in the Year 1874.

Entered.

Nationality of Vessels.	With Cargoes.			In Ballast.			Total.			Invoice Value of Cargoes.
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	
										£
British ...	40	45,323	1,763	2	1,446	53	42	46,769	1,816	90,972
German ...	7	5,039	226	...	...	...	7	5,039	226	10,990
French ...	8	1,895	84	...	...	...	8	1,895	84	15,112
Norwegian ...	1	252	8	1	410	12	2	662	20	2,611
Dutch	3	312	28	1	36	9	4	348	37	1,700
United States of America...	3	305	22	...	...	...	3	305	22	7,224
Danish ...	1	160	7	...	...	...	1	160	7	621
Total ...	63	53,286	2,138	4	1,892	74	67	55,178	2,212	130,220

Cleared.

Nationality of Vessels.	With Cargoes.			In Ballast.			Total.			Invoice Value of Cargoes.
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	
										£
British ...	35	38,040	1,451	7	8,729	365	42	46,769	1,816	76,088
German ...	3	3,870	188	5	1,297	45	8	5,167	233	22,553
French ...	3	763	35	4	916	38	7	1,679	73	1,604
Norwegian ...	1	252	8	1	410	12	2	662	20	1,119
Dutch ...	3	312	26	3	120	27	6	432	53	112
United States of America	2	261	14	2	158	15	... 4	519	29	1,620
Danish ...	...	...	...	1	160	7	1	160	7	...
Total ...	47	43,498	1,722	23	11,790	509	70	55,288	2,231	103,096

RETURN of Foreign Shipping engaged in the Direct and Indirect Trade at the Port of Carthagena in the Year 1874.

ENTERED.

Nationality of Vessels.	Direct Trade.		Indirect, or Carrying Trade.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
German	3	3,996	4	1,043	7	5,039
French	8	1,895	..	..	8	1,895
Dutch	3	116	1	232	4	348
U.S. America	3	305	..	..	3	305
Norwegian	..	..	1	252	1	252
Danish	..	..	1	160	1	160
Total	17	6,312	7	1,687	24	7,999

CLEARED.

Nationality of Vessels.	Direct Trade.		Indirect, or Carrying Trade.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
German	2	3,742	3	652	5	4,394
French	3	763	..	..	3	763
Dutch	5	200	1	232	6	432
U.S. America	2	361	..	..	2	361
Norwegian	..	..	1	252	1	252
Danish	..	..	1	160	1	160
Total	12	5,066	6	1,296	18	6,362

RETURN of Shipping of each Nation employed in the Coasting Trade at the Port of Carthagena in the Year 1874.

Nationality of Vessels.	Entered.			Cleared.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
Colombian	9	542	59	8	485	51
Italian	5	195	29	4	156	23
Dutch	3	141	26	2	99	17
Bolivian	2	91	14	2	91	14
Total	19	969	128	16	831	105

Return of the Exports at the Port of Carthagena in the Year 1873–74.

Names of Articles.	To Great Britain.		To Germany.		To U.S. of America.		To France.		To Foreign West Indian Ports.		Total.			
											Quantities.		Value.	
	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Kilos.	Lbs.	Currency.	Sterling.
	Kilos.	Dol.	Kilos.	Dol.	Kilos.	Dol.	Kilos.	Dol.	Kilos.	Dol.			Dol.	£
Arrowroot	...	...	...	...	...	...	...	...	8,044	541	8,044	17,735	541	108
Balsam tolu	1,159	937	...	...	1,791	1,520	...	...	...	...	2,950	6,504	2,457	491
Bark, cinchona	...	...	...	...	720	317	...	...	...	...	720	1,587	317	63
Canimi	...	...	...	...	730	607	...	...	...	...	730	1,609	607	122
Cedar logs	644,100	5,327	...	...	161,520	2,660	...	...	...	...	805,620	1,776,231	7,987	1,597
Cigars...	...	...	...	...	...	...	...	...	2,684	3,871	2,684	5,918	3,871	774
Coffee...	3,580	1,190	4,000	1,028	9,570	3,857	...	...	...	...	17,150	37,812	6,075	1,215
Cococa nuts	...	...	...	...	28,000	2,300	...	...	30,700	1,567	58,700	129,422	3,867	773
Cotton	42,203	11,639	7,300	1,800	1,861	600	...	...	...	...	51,364	113,247	14,039	2,808
Cotton seed	132,317	1,614	...	...	...	...	...	...	...	...	132,317	291,733	1,614	323
Dividivi	18,755	1,190	...	...	32,772	1,077	36,261	2,056	...	...	87,788	193,577	4,323	865
Fustic...	167,293	1,232	...	...	106,000	1,080	35,597	463	...	...	308,890	681,041	2,775	555
Granadilla wood	251,413	837	...	...	4,136	160	...	...	...	...	255,549	563,434	997	199
Hides, ox and cow	48,687	19,841	720	300	19,250	5,261	...	...	...	...	68,657	151,375	25,402	5,089
India-rubber	122,155	92,716	13,837	9,421	72,926	51,921	...	...	...	...	208,918	460,622	154,058	30,813
Lignum vitæ...	...	...	...	...	16,615	267	...	...	33,210	532	49,825	109,854	799	160
Mahogany	...	...	...	...	100,000	1,500	...	...	...	...	100,000	220,430	1,500	300
Rice	...	...	...	...	...	...	...	...	2,760	153	2,760	6,085	153	31
Rum	...	...	...	...	...	...	...	...	11,006	3,521	11,006	24,266	3,521	704
Sarsaparilla	412	140	...	...	...	...	...	...	...	...	412	908	140	28
Straw hats	...	...	...	...	120	1,726	...	...	...	...	120	269	1,726	345
Straw mats	...	...	...	...	...	...	...	...	3,127	1,466	3,127	6,894	1,466	293
Straw for hat makers	400	380	750	320	...	...	2,855	1,090	...	...	4,005	8,830	1,790	358
Sugar, Muscovado	65,270	5,550	...	...	33,968	3,396	...	...	150	20	99,388	219,131	8,966	1,793
Tobacco	58,487	19,408	335,893	214,093	210	60	...	...	16,983	9,810	411,573	907,436	243,371	48,674
Tortoiseshell...	50	500	...	...	...	...	...	...	...	...	50	110	500	100
Vegetable ivory	213,248	10,098	...	...	63,065	2,812	...	...	...	...	276,311	609,210	12,910	2,582
Sundries	...	1,843	...	5	...	602	...	...	...	7,259	...	...	9,709	1,942
Total	...	174,442	...	226,967	...	81,723	...	3,609	...	28,740	...	...	515,481	103,096

SANTA MARTHA.

Report by Acting Vice-Consul de Mier on the Trade and Commerce of Santa Martha for the Year 1874.

THERE has been, as shown by the following tabular statements, a further important diminution in the import and export trade of Santa Martha as compared with the preceding year, and this port has, within four years from holding the first rank, fallen to be third only in commercial importance in the Republic; its commerce, exclusive of local traffic, having during that period almost entirely passed to Savanilla.

The aggregate tonnage which entered the port in the past year, inclusive of 2,722 tons Dutch shipping engaged in the coasting trade, was 57,173 tons, against 77,313 tons during the previous year.

The following table gives the amount of British and foreign shipping and the value of imports and exports in the year:—

Nationality of Vessels.	Number.	Tonnage.	Value of Imports.	Value of Exports.
			£	£
British	41	49,491	149,834	40,276
French	8	1,842	37,196	2,387
German	5	1,342	10,054	1,859
American	5	1,256	4,161	3,621
Danish	1	160	4,142	..
Italian	1	248	1,345	550
Dutch	2	111	60	80
Totals	73	54,450	206,792	48,773

The official values of imports and exports for the last five years have been as follows:—

	Imports.	Exports.
	£	£
1869–70	816,870	720,660
1870–71	786,566	889,926
1871–72	794,702	564,082
1872–73	427,109	164,780
1873–74	206,792	48,873

IMPORTS.

The total invoice value of imports from Great Britain during the year was 148,094*l.*, viz.:—

	£
In British ships	138,736
German ships	9,358

The value of imports from other countries amounted to 59,099*l.*, as follows:—

	£
From France—	
In French ships	37,196
Danish ships	4,142
Total	41,338
From the United States—	
In British ships	11,028
American ships	4,161
Total	15,259
From Germany—	
In German ships	1,096
From Italy—	
In Italian ships	1,345
From Curaçoa—	
In Dutch ships	60

Exports.

The following gives the destination and value of exports for the year:—

	£
To Great Britain—	
In British ships	20,814
German ships	1,859
Total	22,673
To United States, N.A.—	
In British ships	10,933
United States ships	3,621
Total	14,554
To France—	
In French ships	1,487
British ships	788
Total	2,275
To Germany—	
In British ships	4,634
To Italy—	
In Italian ships	550
To Curaçoa—	
In Dutch ships	80
To Colon, Havana, &c.—	
In British ships	3,807

The following is a comparative statement of the quantities and values of the various articles exported during the two last financial years:—

Names of Articles.		1872–73.		1873–74.	
		Packages.	Value.	Packages.	Value.
		Number.	Dollars.	Number.	Dollars.
Bark, cinchona	Serons	14,829	324,425	3,213	54,666
Balsam tolu	Cases ..	1	45	..	..
Brazil wood	Tons ..	..	..	127	2,580
Cocoa	Bags ..	37	995	11	289
Coffee	„ ..	967	20,622	361	11,853
Copper ore	„ ..	70	55	..	..
Cotton	Bales ..	265	12,500	..	..
Cotton seed	Bags ..	2,067	1,907	..	..
Cedar and mahogany ..	Logs ..	1,664	17,876	2,846	38,044
Cigars	Cases ..	67	4,140	56	6,644
Dividivi	Bags ..	1,596	2,392	914	1,623
Fustic	Tons ..	1,007	11,963	367	5,022
Gold and silver	Bars ..	64	42,934	..	..
Goat skins	Bales ..	568	14,366	107	4,898
Hides, ox and cow ..	Number	24,149	69,909	19,676	48,988
Horns „ ..	Bags ..	40	159	..	..
Indigo	Chests	227	49,241	3	440
Ivory nuts	Tons ..	54	3,050	..	..
Lignum vitæ	„ ..	9	117	..	..
Rum	Barrels	13	104	1	40
Sarsaparilla	Bales ..	29	270	..	..
Sugar	Boxes ..	404	1,749	..	..
Straw hats	Serons	47	110,611	6	2,801
Tobacco	„ ..	3,157	112,485	2,270	62,248

Tobacco is the leading article of export at Santa Martha, and may be said indeed to be the only one cultivated to any extent within this consular district as an article of exportation. This plant was first brought into cultivation in this neighbourhood as an article of commerce about eighteen years ago, and for several years the crops gave annually from 5,000 to 8,000 serons. The frequency, however, with which the labour and outlay expended on its culture were rendered unfruitful through revolutionary movements, added to the unfortunate result of shipments, when made, in consequence mainly of the want of care, and probably of knowledge, in the preparation and selection of the leaf for foreign markets, led to an almost total abandonment of its cultivation. A fresh attempt, however, is being made to promote its growth near this city, under the guidance of experienced hands from the Havana, and there are, judging from what has already been accomplished, well-founded hopes of the enterprise proving a success.

Hitherto the exports of tobacco, as well as of almost all other articles, have been swollen at this port by the receipts from distant districts brought hither by water communication viâ Barranquilla. The facilities, however, afforded by the opening of the railroad from Barranquilla to the port of Savanilla has deprived this port of the greater share of its export transit traffic, and little has been left to Santa Martha for shipment besides its local products.

Bark, Cinchona.—This important article is brought hither from the forests of Cundinamarca, Tolima, and Santander, and has formed hitherto a prominent item in the list of exports at this port. It is probable, however, for the reasons assigned above, that shipments hence will further diminish, although they were but 3,213 serons in the past year against 14,829 in the preceding one. Of those reported

in the past year, 2,876 serons went to England, and 337 to the United States.

Hides, Ox and Cow, show a diminution in number in the past as compared with the previous year. Of those exported in the past, Great Britain took 2,105, the United States 17,092, and France 479.

Cedar and Mahogany.—The exports of these woods have considerably augmented since the erection of the saw-mill at the adjacent village of Pueblo Viejo, referred to in the trade report of this consulate for 1872. The total number of logs squared for shipment in the past year was 2,846, against 1,664 in 1873. The destination of those exported in the past year has been as follows:—

To Great Britain	1,938 logs
United States	517 „
France	360 „
Italy	24 „
Curaçoa	730 cedar board

Cocoa and Coffee are both products of this district, and both of excellent quality. The quantity produced of each is extremely limited, and the greater portion is sold for consumption in the country.

Sugar.—The expectations held out two years ago of considerable shipments of sugar following on the increased attention then beginning to be given to the cultivation of the sugar-cane have not been fulfilled. The results of the latest shipments effected were not such as to encourage further adventures, and although the amount of cane planted has been augmented, the home market is solely relied upon to take off the product either in the shape of rum or sugar.

Cotton.—The cultivation of the cotton-plant has been totally neglected of late in the immediate neighbourhood of Santa Martha, but is carried on to a small extent on the side of this State which borders the river Magdalena, and the cotton obtained there carried for sale to Barranquilla.

Fustic and Brazil Wood are found in abundance throughout the State. The exports of these in the past year have been 244 tons of fustic to Great Britain, and 70 tons to France; 100 tons Brazil wood and 23 tons of fustic to the United States; and 30 tons of fustic and 27 tons of Brazil wood to Italy.

General Remarks.

The loss of the transit trade has been a severe blow to Santa Martha, and there is little at the present time to encourage the belief that she will recover the position she has lost. A scheme lately set on foot, which has for object the establishing a line of steamers to run between this port and Barranquilla—to enter the river Magdalena at the mouth called "boca ceniza"—might, if carried through, be the means of bringing back a portion of the traffic with the interior; but it is to be feared this project will share the fate of the railroad scheme proposed three years ago to connect this city with the river Magdalena, which for a time was warmly supported, but was afterwards abandoned. A mining company is announced as having been formed in England with a large capital, under the title of the Magdalena Mining Company, for the purpose of exploring the mineral districts of this State, for which a privilege was last year obtained from the Government of the State by a French gentleman who has initiated the affair. There is no reasonable doubt from the numerous reports to

the effect but that copper mines of great richness are to be found in the interior of this State, which have in fact been worked, but hitherto failed to remunerate, owing to the difficulty and expensiveness, from the want of roads, of conveying the ores to the coast—inconveniences which will now doubtless be overcome; and should indeed anything like the results anticipated by those interested in the enterprise be obtained, there is then a chance of a renewal of activity at this port.

Santa Martha, March 10, 1875.

Return of British Shipping at the Port of Santa Martha in the Year ended 31st August, 1874.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.								Cleared.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
25	6	31	31,508	7,851	39,359	1,539	£ 138,736	27	4	31	24,234	5,125	39,359	1,539	£ 26,236

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.								Cleared.							
Countries whence Arrived.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes. About	Countries to which Departed.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
United States ...	10	...	10	10,132	...	10,132	310	11,098	United States ...	9	1	10	9,992	140	10,132	310	£ 10,933
									Colon, West Indies, &c.	...	...	...	...	...	...	...	... 3,807*
Total	10	...	10	10,132	...	10,132	310	11,098	Total	9	1	10	9,992	140	10,132	310	14,740

* Value of merchandize shipped per British steamers en route to Great Britain.

Return of British and Foreign Ships at the Port of Santa Martha in the Year ended the 31st of August, 1874.

Entered.											Cleared.										
Nationality of Vessels.	With Cargoes.			In Ballast.			Total.			Invoice Value of Cargoes.	Nationality of Vessels.	With Cargoes.			In Ballast.			Total.			Invoice Value of Cargoes.
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.			Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	
										£											£
British ...	35	41,640	1,581	6	7,851	268	41	49,491	1,849	149,834	British ...	36	34,226	1,659	5	5,265	190	41	49,491	1,849	40,976
French ...	7	1,694	70	1	148	7	8	1,842	78	37,196	French ...	3	566	25	5	1,276	52	8	1,842	77	1,487
German ...	5	1,342	42	...	...	...	5	1,342	42	10,454	German ...	1	244	8	3	842	25	4	1,086	33	1,859
American, U.S.	2	290	12	3	966	24	5	1,256	36	4,161	American, U.S.	4	1,138	27	...	...	...	4	1,138	27	3,621
Danish ...	1	160	6	...	...	...	1	160	6	4,142	Danish ...	...	...	...	1	160	6	1	160	6	...
Italian... ...	1	248	9	...	...	...	1	248	9	1,345	Italian ...	1	248	9	...	...	...	1	248	9	550
Dutch	1	75	8	1	36	8	2	111	16	60	Dutch	1	75	8	1	36	8	2	111	16	80
Total ...	52	45,449	1,728	11	9,001	307	63	54,450	2,036	207,192	Total ...	46	36,497	1,736	15	7,579	281	61	54,076	2,017	48,573

RETURN of Foreign Shipping engaged in the Direct and Indirect Trade at the Port of Santa Martha in the Year ended August 31st, 1874.

Nationality of Vessels.	Entered.						Cleared.					
	Direct Trade.		Indirect or Carrying Trade.		Total.		Direct Trade.		Indirect or Carrying Trade.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
French	8	1,842	..	..	8	1,842	3	566	..	..	3	566
German	1	254	4	1,088	5	1,342	..	..	1	244	1	244
American	2	290	3	966	5	1,256	4	1,138	..	..	4	1,138
Dutch	1	75	1	36	2	111	1	75	..	..	1	75
Italian	1	248	..	..	1	248	1	148	..	..	1	248
Danish	..	..	1	160	1	160	..	..	..	..	..	..
Totals	13	2,709	9	2,250	22	4,959	9	2,027	1	244	10	2,271

Return of the Exports at the Port of Santa Martha in the Year ended the 31st of August, 1874.

Names of Articles.	To Great Britain.		To France.		To Germany.		To United States.		To Italy.		To Other Places.		Total.			
													Quantities.		Value.	
	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Foreign Weight.	English Weight.	Foreign Money.	English Money.
	Kilos.	Dol.	Kilos.	Dol.	Kilos.	Dol.	Kilos.	Dol.	Kiles.	Dol.	Kilos.	Dol.	Kilos.	Lbs.	Dol.	£
Bark, cinchona	122,240	45,466	2,640	1,320	...	...	21,015	7,880	...	...	...	...	155,895	343,717	54,666	10,933
Brazil wood	...	...	...	...	...	...	100,000	2,000	27,000	580	...	...	127,000	280,010	2,580	516
Cedar	666,000	28,334	60,100	1,835	...	...	183,400	5,438	9,000	240	9,785	372	928,285	2,046,683	36,219	7,244
Cocoa	...	...	...	...	...	...	...	...	...	...	708	289	708	1,561	289	58
Coffee	5,830	2,505	65	30	...	...	12,781	7,768	3,180	1,550	...	...	21,856	48,188	11,853	2,371
Cigars	77	113	64	108	18	25	...	...	...	...	2,531	6,398	3,690	8,136	6,644	1,329
Dividivi	5,000	150	11,000	242	...	...	41,287	1,231	...	...	...	...	57,287	126,306	1,623	325
Fustic	244,000	3,500	70,355	822	...	...	23,000	400	30,000	300	...	...	367,365	809,966	5,022	1,004
Hides, ox and cow	20,943	5,712	3,796	1,536	...	...	157,712	41,750	...	...	...	...	182,451	402,268	48,988	9,797
Indigo	174	400	18	40	...	...	...	...	...	...	...	...	192	423	440	88
Mahogany	...	...	59,832	1,825	...	...	...	...	...	...	...	...	59,832	131,920	1,825	365
Straw hats	...	...	...	...	...	...	...	...	...	...	344	2,801	344	758	2,801	560
Skins:—																
Goat	...	...	...	...	...	...	7,140	4,898	...	...	...	...	7,140	15,742	4,898	980
Alligator	1,325	559	628	62	...	...	1,036	346	...	...	...	...	2,989	6,590	967	193
Tobacco	51,567	26,158	...	...	72,533	22,743	2,475	660	...	...	16,410	12,687	142,985	315,253	62,248	12,450
Sundries	...	718	...	255	...	...	...	280	...	80	...	464	...	...	1,797	359
Totals	...	113,615	...	8,065	...	22,768	...	72,651	...	2,750	...	23,011	...	...	242,860	48,573

SAVANILLA.

Report by Vice-Consul Constantine on the Trade and Commerce of Savanilla for the Years 1873–74.

The agricultural and commercial prosperity of this district (Savanilla) has in the last four years been considerably on the increase, but as direct from that port the necessary statistics are not obtainable to furnish the returns of trade in the forms directed and within the time required, I can only present the following statements, being the most reliable, of its advancement.

During the Colombian financial year (viz., from 1st September, 1872, to 31st August, 1873) the following were the arrivals and departures of British and foreign ships at Savanilla:—

Arrivals.

	With Cargo.		In Ballast.		Total Arrivals.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
Sailing vessels	45	6,673	7	664	52	7,337
Steamers..	121	160,846	28	36,815	149	197,661
Total	166	167,519	35	37,479	201	204,998

Departures.

	With Cargo.		In Ballast.		Total Departures.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
Sailing vessels	22	3,245	26	3,275	48	6,520
Steamers..	81	112,436	64	87,603	145	200,039
Total	103	115,681	90	90,878	193	206,559

IMPORTS.

From—	Weight.	Value.
	Kilos.	Dollars.
Great Britain	4,812,319	3,841,937
France	1,796,505	1,689,274
Germany	1,308,692	718,299
U.S. America	2,106,342	224,579
Spain	117,849	17,324
Other countries	1,226,531	521,218
Total	11,368,238	7,012,631

EXPORTS.

	Weight.	Value.
	Kilos.	Dollars.
Tobacco	4,978,261	1,625,048
Coffee	2,320,628	728,658
Bark	2,268,358	1,039,617
Indigo	103,191	331,069
Cotton	753,352	249,897
Hides	765,922	304,917
Sundries	5,145,112	370,579
Bullion	..	2,455,074
Total	16,334,824	7,104,859

The weight and value of the exports to Great Britain was 9,756,326 kilos.; value, 3,317,830 dol. The customs amounted to 1,560,876 dol.

In comparison with the data given of the financial year from 1870 to 1871, the following has been the increase in favour of the year quoted.

INCREASE in 1872 to 1873 over 1870 to 1871.

	Number.	Tonnage.
In sailing vessels and steamers, entered ..	103	164,101
„ „ „ cleared ..	102	166,492

	Quantity.	Value.
	Kilos.	Dollars.
In Imports	6,351,064	6,356,900
Exports	8,800,639	5,553,965
Customs	..	1,430,144

The following is a partial statement, exclusive of sailing vessels, of the imports and exports effected by the different lines of steamers during the year ending 1874:—

Lines of Steamers.	Imports.		Exports.		
	Quantity.	Specie.	Quantity.	Value of Cargo.	Value of Bullion.
	Bales.	Dollars.	Kilos.	Dollars.	Dollars.
Royal Mail	22,043	185,979	4,219,422	1,716,384	1,813,820
Hamburgh	51,127	..	3,277,294	1,036,220	294,712
Liverpool	22,111	..	3,353,460	397,943	..
French	29,170	67,629	541,910	310,168	1,317,002
Bremen	20,493	..	1,883,590	588,306	..
New York	69,384	..	2,979,440	1,274,678	15,553
Total	214,328	253,608	16,255,116	5,333,699	3,441,087

	Dollars.
Total value of exportations	8,764,786
By the same lines, the exports in 1873 amounted to	7,716,737
Increase over the year 1873	1,048,049
During the same year (1874) the customs amounted to	1,875,699

The arrivals of steamers at Savanilla monthly are—

	Direct.	Indirect.
British	4	4
German	2	..
French	1	1
Total	7	5

The Barranquilla Railway commands at present the total import and export trade effected by Savanilla. The gross receipts of the company for fares, &c., amounted last year to 128,427 dol.

The navigation of the river Magdalena is performed by twelve steamers; their number will soon increase by two more now in construction.

The Bogota Branch Bank and Barranquilla (Local) have both done fair business during the year ended.

Barranquilla, February 16, 1875.

COSTA RICA.

SAN JOSE.

Report by Consul Meugens on the Trade and Commerce of Costa Rica for the Year 1874.

Before commencing the report on the trade of Costa Rica for the past year, I should remark that such report must necessarily be of a very imperfect nature in consequence of the absence of any statistics or the possibility of obtaining them, and my applications to the local authorities, as in previous years, have been entirely fruitless.

Exports.

The coffee crop of 1874, compared with that of the previous year, has been small, the quantity exported amounting to about 200,000 quintals or 8,928 tons, and is estimated by many at even less. Supposing the above figure to be correct, a decrease of 2,322 tons from last year's exports is to be noted. It is, however, slightly above the average exports for the last five years. The prices paid for coffee here have been extremely advantageous to growers, 23 dol. (4*l.* 12*s.*) per quintal being the average price, while those in London and other markets have averaged 5*l.* per cwt.; and as the cost of shipment, &c., cannot be calculated at less than 12*s.* a bag, shippers have sustained a loss of 4*s.* per cwt. No figures are obtainable as to the respective destinations of the exports, but the greater proportion has, as usual, been sent to London.

Other exports during the year may be estimated at a value of 20,000*l.*, but no means exist of ascertaining the exact figures. They consist of hides, india-rubber, woods, and sarsaparilla.

The total value of exports for the year may be estimated as follows:—

	£
Coffee	892,800
Other exports	20,000
Total	912,800

being 287,200*l.* less than last year, and 158,000*l.* more than the average of the last four years.

Imports.

All endeavours to obtain particulars of imports have been fruitless, but there can be no doubt that there has been a considerable falling-off as compared with those of 1873. Of the large stocks introduced in that year only about two-thirds were realized, and at very reduced prices. The imports for the coming year will probably be smaller still.

The imports consist chiefly of Manchester goods, silk, cloth, hardware, flour, sugar, salt, provisions, wines, &c. &c., the greater proportion being shipped from England. The trade with France and Germany slowly increases as well as that with the United States. With the

exception of small parcels of provisions and clothing at Port Limon, all imports are entered at the port of Punta Arenas. The imports at Limon are free of duty, there being no cart road to that port, which prevents their being introduced into the interior.

Shipping and Navigation.

The shipping returns for the past year not being yet completed, no statistics can be given. It is to be supposed that there has been a decrease in the number of vessels visiting Punta Arenas, and a considerable falling-off in those at Limon in consequence of the reduced imports and exports at the former, and the abandonment of the works of the railroad at the latter port.

There are no improvements or alterations to note at either port. The lighthouse at Punta Arenas continues to be kept in good order, and may be relied on by mariners.

The health at Punta Arenas has been good, no fever having broken out. At Limon the surrounding swamps continue to cause much fever and ague.

Agriculture.

There are no new features to remark during the past year in the agriculture of this Republic. Coffee is and must be the principal and almost only product of Costa Rica until a railroad enables it to compete with other countries in sugar, cocoa, and other products. At present the latter articles are only grown in small quantities for home consumption, none being exported on account of the heavy freights to Punta Arenas in ox-carts.

The scarcity of labour is another great drawback to the commerce of Costa Rica. In many parts crops spoil on the trees for want of hands to gather them. The wages for field labourers have slightly decreased, being now 4*s*. a day instead of 5*s*., as in the years 1872 and 1873.

The few Chinamen introduced into the country give great satisfaction on estates far removed from a town; but in general they are not considered equal to native labourers, and in estates within easy reach of a large town they cause much trouble to their employers; as a rule they are well treated and contented.

Population and Industries.

The population of Costa Rica continues to be a much disputed point, and no means exist of taking anything like a correct census among a population so scattered. Many of the Indian villages are inaccessible for want of roads. In fact, it may be said that there are many portions of the country entirely unknown to the civilized Costa Rican. A fair estimate of the population is about 200,000 souls.

There are no manufacturing industries, and the gold and silver mines produce barely sufficient to pay working expenses; this is owing to the scarcity of skilled labour and a lack of sufficient funds to work the mines properly. There can be no doubt of their richness, and owners are still hopeful of better results.

Public Works.

During the year 1874 no progress has been made in the railroad. Only sufficient hands have been employed to keep the part finished in

working order, and many parts where work had begun have been entirely abandoned, thus causing the almost entire loss of what little work had been done. There is consequently no alteration in the figures of the state of the works as expressed in my last report. The proceeds of the traffic on the finished piece of the line between Alajuela and Castago do not average 2,000*l.* a month, which amount is still insufficient for the payment of salaries and general expenses. Almost all hopes of the completion of the line are now abandoned. The director, Mr. William Nanne, was sent by the Government to Europe with a view to concluding a contract for the completion of the line, and he has placed various proposals before the permanent commission, the exact conditions of which have not been made public. None, however, have been accepted, and the reason for this is supposed to be the reluctance of the Government to enter into any arrangement which does not place the management of the money in its own hands. It is expected that Mr. Nanne will resign, and the Government will certainly have much difficulty in replacing him. Much discontent still exists among the employés, owing to the irregularity of the payment of salaries, a large proportion of which are six months in arrears. Almost all the employés in Limon have now left; the remaining ones are in idleness, and only await the payment of overdue salaries to follow their companions. In a word, the whole enterprize is paralyzed for want of funds.

An amount of nearly 20,000*l.* has been wasted in the construction of a street railroad from the San José station to the centre of the town, the lack of skilled engineers and the bad materials used having caused it to be entirely useless. The distance is only one mile.

General Remarks.

The steady progress noted year by year in the commerce and prosperity of Costa Rica cannot be said to have continued; on the contrary, the past year shows a decrease in all branches of commerce, and it is to be feared that such decrease will continue for some time to come. This is owing to the want of intelligence and integrity on the part of the Government and others with regard to the railroad and the loans obtained for the purpose of its construction. All hopes of obtaining further funds are now at an end. The interest and sinking fund on those already procured are eighteen months in arrear, and there seems to be no prospect of any attempt being made to pay them. In short, the country is bankrupt, and no effort is made by the Government to pay even a part of its liabilities. Nevertheless, enormous sums continue to be spent on the maintenance of a large army of no use, except to sustain the present Government against revolution. The greatest discontent exists, and numerous attempts have been made to overthrow the present administration, but all have been discovered and frustrated before any serious outbreak had taken place. There has been another stormy correspondence with the neighbouring republic of Nicaragua on the subject of boundaries, but, as usual, with no definite results.

The general health has been good throughout the year.

San José, March 28, 1875

DENMARK.

COPENHAGEN.

Report by Consul Crowe on the Trade and Commerce of Copenhagen for the Year 1874.

THE year 1874 has passed for Denmark without any marked change.

The harvest was scarcely an average one as regards quantity, whereas the quality was generally good throughout the country.

Money was plentiful. Neither in the capital nor in the provinces has there been any difficulty in procuring the means required for the business of the country, for erection of new railways, &c.

The Government has repaid of the loan contracted in London in 1864 4,500,000 rix-dol. (500,000*l.*); the rest of the loan, 550,000*l.*, will be paid 1st January, 1876.

The discount on bills quoted by the National Bank was as follows:—

	Per cent.
January 1	5 to 5½
„ 27	4½ 5
February 24	4 4½
May 8	4½ 5
June 22	4 4½
July 22	3½ 4
September 4	4 4½
„ 24	4½ 5
October 9	5 5½

The average discount compared with the five preceding years was—

	Discount. Per cent.
1869	$4\frac{9}{10}$ to $5\frac{4}{10}$
1870	$4\frac{1}{4}$ $4\frac{3}{4}$
1871	$4\frac{1}{10}$ $4\frac{6}{10}$
1872	$4\frac{1}{8}$ $4\frac{5}{8}$
1873	$4\frac{1}{2}$ 5
1874	$4\frac{3}{8}$ $4\frac{7}{8}$

The rate of exchange on London was at the beginning of the year 9 rix-dol. 5 sk., and at the end 9 rix-dol. 11 sk., which was the highest quoted during the year; the lowest was 9 rix-dol. 3 sk. (from 16th January to 16th February).

The rate of exchange on Hamburgh was at the beginning of the year 44 rix-dol. 52 sk. and at the end 44 rix-dol. 40 sk.

The highest quoted was 44 rix-dol. 64 sk. (from 20th January to 20th February) the lowest 44 rix-dol. 32 sk. (from 11th September to 9th October).

The total commercial movement of the kingdom with foreign countries, according to the tables published by the Danish Government for the year 1874, amounted in gross weight to 3,311,087,671 Danish lbs., valued at 200,889,963 rix-dol.

Of this 2,308,234,648 Danish lbs., valued at 115,364,448 rix-dol., represent the imports, and 1,002,853,023 Danish lbs., value 85,525,515 rix-dol., the exports.

The following table will show the comparative total weight of the imports and exports for the years—

	Imports.	Exports.
	Tons.	Tons.
1870	913,980	410,840
1871	988,280	518,750
1872	1,073,000	487,450
1873	1,069,020	553,870
1874	1,154,120	501,430

To show the share that England takes in the imports, I give a statement of the principal articles imported from Great Britain in this year.

IMPORTS from Great Britain.

Articles.		Quantity.
Manures	Lbs. ..	20,658,081
Drugs	„ ..	269,101
Bast	„ ..	411,245
Bleaching powder	„ ..	1,006,113
Cotton	„ ..	141,219
Cocoa beans	„ ..	148,520
Ivory work	„ ..	6,874
Beer	„ ..	114,883
Wines, spirits, and spirituous liquors ..	.. ..	167,515
Herrings, salted	Lbs. ..	9,715
Dyes and dyestuffs	„ ..	1,043,883
Lard	„ ..	356,091
Mats	„ ..	72,435
Fruits, all kinds	„ ..	1,378,430
Seeds and palm nuts	„ ..	1,909,929
Fancy goods	„ ..	6,985
Fanning stuffs	„ ..	21,231
Glass and glass wares	„ ..	221,078
Gums, raisins, and tar	„ ..	140,265
Hemp	„ ..	14,857
Potato flour and starch	„ ..	25,968
Hops	„ ..	15,025
Drain pipes, fire bricks, &c.	Pieces ..	1,135,200
Retorts, &c.	Lbs. ..	918,191
Stone china, crockery, &c.	„ ..	966,779
Coffee	„ ..	2,761,451
Bacon and hams	„ ..	489,008
Wearing apparel	„ ..	7,859
Cork	„ ..	13,213
Corn, all kinds	Barrels ..	30,327
Cornflour, all kinds	Lbs. ..	19,565
Spices	„ ..	527,895
Coals	Barrels ..	2,282,862

Articles.		Quantity.
Candles	Lbs.	15,681
Felt for ships' sheathing	"	58,126
Cotton and linen twist	"	5,546,236
Canvas, tarpaulins, &c.	"	30,656
Cotton goods, all kinds	"	2,077,969
Woollen goods, all kinds	"	663,760
Metals, raw	"	21,181,289
Bar and hoop iron	"	14,428,728
Bar steel	"	902,076
Railway iron	"	31,699,646
Iron goods, other kinds	"	26,581,216
Metals, other kinds	"	955,057
Minerals	"	47,079
Oils	"	594,774
Cheese	"	8,675
Packing stuff	"	73,336
Paper	"	68,390
Rice	"	1,025,393
Soap	"	31,329
Sago, tapioca, &c.	"	1,195,186
Saltpetre	"	43,171
Salt	"	25,597,291
Glauber salt	"	398,914
Skins and hides	"	532,335
Soda	"	8,055,518
Prepared eatables	"	19,645
Stones and slates	"	6,821,487
Mill and grindstones	Pieces	13,174
Sugar and molasses	Lbs.	18,040,225
Tea	"	419,837
Tobacco, cigars	"	15,560
Rope	"	27,224
Train oil, cart grease, &c.	"	10,598
Gas Meters	"	5,727
Wool	"	101,043
Vitriol	"	480,256

I add a statement, giving the nature and weight of the—

EXPORTS to Great Britain.

Articles.		Quantity.
Manures	Lbs.	30,300
Rags	„	1,358,200
Oil cakes	„	3,346,310
Alum	„	46,966
Drugs	„	30,798
Eggs	Scores	1,366,522
Bones	Lbs.	2,241,200
Beer	„	308,716
Wines and spirits	Quarts	35,146
Fish, salted and dried	Lbs.	37,844
Sheep and lambs	Heads	20,340
Cattle, live	„	26,791
Pigs, live	„	7,899
Horses	„	141
Lard and grease	Lbs.	201,674
Yeast	„	4,443
Hair, prepared or unprepared	„	37,486
Straw and chaff	„	4,300
Potato flour and starch	„	39,260
Horns and hoofs	„	35,738
Flax	„	7,050
Stone, china, porcelain, &c.	„	30,648
Coffee	„	14,460
Pork, meat, &c.	„	7,106,350
Corn, all kinds	Barrels	1,101,394
Cornflour, all kinds	Lbs.	18,307,833
Coals	Barrels	39,109
Manufactured goods of cotton, linen, wool, flax, &c.	Lbs.	212,657
Metal, raw	„	811,828
Bar and hoop iron	„	821,848
Coins	„	24,033
Iron goods, other kinds	„	231,893
Other metals	„	81,500
Oils	„	853,525
Packing stuffs	„	62,788
Paper	„	45,196
Perfumeries	„	4,400
Rice and rice flour	„	316,462
Skins and hides	„	1,286,292
Gloves	„	13,870
Butter	Barrels	81,351
Stones and slates	Lbs.	11,412
Sugar, molasses and treacle	„	40,089
Tea	„	75,414
Rope	„	38,514
Train oil	„	33,500
Timber and wood	Cubic feet	103,439
Wool	Lbs.	2,712,297

As I have stated before, the total amount of the commercial movement was about 200,000,000 rix-dol., of which England contributed 58½,000,000, Germany about 71,000,000, Sweden and Norway about 34,000,000 rix-dol.

Calculated in register tons, the transactions with these same countries amount, for England to 580,887 tons, Germany to 370,561 tons, and for Sweden-Norway to 359,672½ tons.

According to the above figures, England is the country with which Denmark does the largest trade as far as quantity goes; but taken by value she is only second to Germany. This arises from the fact that a great portion of the imports from England consist of weighty but less valuable goods, such as coals and iron, &c. I must remark that a large part of the goods to and from Germany are only transit goods.

I conclude this section of my report by the following tables, showing the total values of the exports and imports from and to Denmark in 1874 as well as their origin and destination.

Articles.	Exports.	Imports.	Total.
	Rix-dollars.	Rix-dollars.	Rix-dollars.
Fish, salt and fresh (all kinds)	1,128,130	2,174,643	3,302,773
Animals, live and slaughtered	23,742,021	3,788,249	27,530,270
Meat (all kinds)	16,486,695	3,596,381	20,083,076
Wool	1,904,013	943,285	2,847,298
Hides, leather, &c.	2,467,145	3,260,901	5,728,046
Cereals	21,508,278	4,483,050	25,991,323
Fruits	152,378	1,165,136	1,317,514
Cacao	7,424	91,866	99,290
Coffee (and substitutes)	5,437,688	10,479,602	15,917,290
Rice	834,174	1,889,863	2,724,037
Tea	217,249	772,396	989,645
Sugar	1,132,666	7,166,455	8,299,121
Spices	41,454	368,596	410,050
Wines, spirits, and malt liquors ..	452,683	1,503,360	1,956,043
Tobacco, Cigars (all kinds)	201,044	1,921,183	2,122,227
Timber and wood, raw	250,832	6,802,866	7,053,698
„ worked	196,308	1,233,878	1,430,186
Oils, petroleum, &c.	460,461	1,733,457	2,193,918
Metals unwrought	129,277	1,336,061	1,465,338
„ wrought	959,448	10,510,086	11,469,534
Coals	891,392	7,220,361	8,111,753
Salt	16,198	337,172	353,370
Slates, stones, &c., rough	315,517	1,942,672	2,258,189
„ „ worked	134,319	833,044	967,363
Glass wares	105,031	861,659	966,690
Colours, dye stuffs, &c.	116,387	1,230,301	1,346,688
Tissues of silk, linen and cotton ..	1,468,189	18,418,308	19,886,497
Other merchandise	4,769,114	19,299,617	24,068,731
Total	85,525,515	115,364,448	200,889,963
Equal to	9,502,835*l.*	12,818,272*l.*	22,321,107*l.*

From or To—	Exports.	Imports.	Total.
	Rix-dollars.	Rix-dollars.	Rix-dollars.
Germany	34,312,519	36,893,226	71,205,745
Slesvig and Holstein	26,786,344	13,567,993	40,354,437
Hamburgh	716,471	7,781,452	8,497,923
Lubeck	2,570,154	7,495,016	10,065,170
Bremen	5,391	891,691	897,082
Other parts	4,234,159	7,157,074	11,391,233
Great Britain*	28,040,975	30,516,162	58,557,137
Sweden	10,957,667	11,344,438	22,302,105
Norway	6,587,591	5,079,497	11,667,088
Brazils	20,533	5,218,217	5,238,750
Russia	334,217	4,631,253	4,965,470
Danish Possessions	1,708,586	2,926,607	4,635,193
Iceland	1,226,496	1,193,531	2,420,027
Feroe Islands	186,879	201,211	388,090
Greenland	224,740	618,646	843,386
Danish W. Indies	70,471	913,219	983,690
Holland	663,464	3,452,570	4,116,034
France	191,876	3,263,085	3,454,961
Belgium	1,287,418	1,416,655	2,704,073
United States	134,891	1,709,624	1,844,515
West Indies	26,504	1,460,106	1,486,610
Other countries	1,259,274	7,453,008	8,712,282
Total	85,525,515	115,364,448	200,889,963

Shipping.

The Danish mercantile marine in 1874 consisted of—

	Over Four Tons.	Aggregate Registered Tons.
Sail ships	2,723	185,219
Steamers	123	27,381
Total	2,846	212,600

Of the above vessels

Belonged to—	Vessels.	Registered Tons.
Copenhagen	398	63,117½
Zealand (Copenhagen not included) ..	425	31,120
Moen	26	568½
Bornholm	132	7,861
Falster	42	1,830½
Lolland	108	5,932
Funen	535	34,366½
Langeland	112	4,295
Aeroe	315	16,060½
Jutland	753	47,448½
Total	2,846	212,600

* Great Britain thus imported from Denmark goods valued at (less freight and charges) 3,115,664*l.*, and exported to Denmark goods valued at 3,390,684*l.*; total trade movement 6,506,348*l.*

Compared with the four previous years, these numbers will appear as follows:—

Years.	Number of Ships.	Of which were Steamers	Total Tonnage
1870	2,808	89	178,646
1871	2,735	87	181,494½
1872	2,746	91	189,077½
1873	2,738	109	197,259
1874	2,846	123	212,600

These figures will show a steady increase in tonnage, although the number of vessels varies but little.

The shipping movement in Denmark was not so lively in 1874 as in the years previous, which is to a great extent caused by the dulness in the corn trade towards the end of the year. Freights out from Denmark were very low, and not at all paying to shipowners; many Danish ships therefore sought employment in foreign trade.

On the other hand, the coal freights to Denmark rose to a considerable height at the close of year (from 8*l.* to 10*l.* per keel in August, September, went up to 12*l.* to 15*l.* in November, December), by which English ships to a great extent profited.

On the whole, however, the result of the year has not been very remunerative to shipowners.

The Danish tonnage which found employment this year in the indirect foreign trade, *i.e.*, cleared in and out from one foreign port to another, was as follows:—

	Number of Ships.	Registered Tons.
Cleared inwards with cargo	4,114	701,882
Cleared outwards with cargo	4,478	736,505

Of the above quantities about 35 per cent. was to and from Great Britain.

The collective numbers of ships cleared in and out of Danish ports in 1874 was 90,704, with 2,013,503 tons of goods.

Dividing the Danish shipping movement of the year into the home trade and foreign trade, the figures will be thus:—

	Vessels.	Tons Goods.
Home trade	4,7734	42,970
Foreign trade	663,573	1,349,930

Of the vessels employed in the home trade 26 per cent. were steamers, and in the foreign trade 28 per cent. were steamers.

The following statement shows the nationality of foreign sailing ships which cleared in and out of Danish ports:—

	Inwards.			Outwards.		
	Number of Ships.	Registered Tons.	Stowage.	Number of Ships.	Registered Tons.	Stowage.
American	2	690	690	1	456	...
Belgian	1	230	230	...	...	...
Bremen	3	364	364	2	592	...
English	328	65,464	60,679	303	60,657	1,844
French	34	3,119	2,831	30	2,435	308
Hamburgh	8	899	899	7	885	70
Dutch	101	9,262	7,222	98	9,563½	1,507½
Lubeck	1	144	144	1	148	...
Mecklenburgh	28	1,705	680	29	1,673½	992
Norwegian	1,811	121,543	111,543½	1,802	119,602	11,064½
Prussian	742	53,400½	46,610½	648	52,934	9,618
Russian	129	25,778	24,007	136	27,259	794
Schleswig - Holstein and Lauenburg	1,173	30,427	19,588	1,028	24,637½	13,689
Spanish	...	...	...	1	64	...
Swedish	4,180	160,550½	144,647½	4,479	163,750½	14,886½
Total	8,541	473,576	420,135½	8,565	464,657	54,773½

This table shows to and from what parts and places the British sailing ships in the preceding table were bound:—

From and To—	Inwards.			Outwards.		
	Number of Ships.	Registered Tons.	Stowage.	Number of Ships.	Registered Tons.	Stowage.
Danish West Indies	1	206	206	...	...	...
Belgium	...	...	...	3	250	250
Bremen	...	...	...	...	...	...
England	271	56,317	54,266	37	6,440	1,056
France	3	506	203	1	209	...
Hamburgh	6	672	482	...	...	...
Lubeck	...	...	...	1	37	37
Norway	2	137	50	12	1,430	64
Portugal and Madeira ...	3	888	888	...	...	...
Prussia	9	1,165	858	12	1,908	57
Russia	5	1,099	106	80	17,430	...
Schleswig - Holstein and Lauenburg	2	74	...	...	...	...
Sweden	13	1,230	530	40	7,135	344
Colonial ports	4	972	972	...	...	...
United States	2	794	714	...	...	...
Brazils	4	722	722	...	...	...
Other South American ports	3	682	682	1	332	...
Baltic	...	...	...	116	25,486	36
Total	328	65,464	60,679	303	60,657	1,844

The following detailed statements show Denmark's direct shipping movement with foreign countries:—

General Shipping Movement of Denmark for the Years 1870–74.

Cleared Inwards.

	1870.		1871.		1872.		1873.		1874.	
	Number.	Cargo.	Number.	Cargo.	Number.	Cargo.	Number.	Cargo.	Number.	Cargo.
		Tons.		Tons.		Tons.		Tons.		Tons.
Inland—										
Sailing ships	14,826	159,159	16,362	175,844	16,402	177,717	16,975	181,496	16,990	167,300
Steamers	6,348	202,657	6,292	143,474	6,015	135,810	6,791	148,736	6,545	172,450
Total	21,174	361,816	22,654	319,318	22,417	313,527	23,766	330,232	23,535	339,750
Foreign—										
Sailing ships	14,685	601,203	14,851	607,081	15,717	675,170	15,885	679,364	15,379	686,382
Steamers	3,740	134,152	3,606	138,183	3,972	179,546	4,924	179,039	5,899	246,938
Total	18,425	735,355	18,457	745,264	19,689	854,716	20,809	858,403	21,278	933,320
To or from—										
Feroe, Iceland, and Greenland	99	7,023	107	7,980	103	7,593	130	9,655	94	6,946
Danish West Indies	10	2,450	10	2,437	20	6,583	5	2,919	7	2,248
Sweden	5,825	141,171	6,371	152,218	6,882	171,810	7,531	184,695	8,131	176,247
Norway	2,232	64,972	2,412	69,197	2,355	74,770	2,438	74,932	2,176	68,684
Schleswig-Holstein	4,772	48,342	4,058	37,248	4,497	51,350	4,518	50,036	4,511	52,198
Lubeck, Hamburgh, Bremen	613	14,915	583	11,813	964	18,052	927	17,519	1,186	21,347
Prussia	835	32,364	743	27,471	783	35,793	940	33,762	1,164	57,396
Mecklenburgh	29	150	18	95	15	9	30	115	109	10
Russia	343	34,466	321	31,313	280	28,670	321	37,804	359	48,309
Great Britain	2,697	344,720	2,874	359,808	2,905	411,512	3,015	393,603	3,023	438,818
Holland	118	8,261	119	8,899	124	10,311	107	9,107	127	11,976
Belgium	38	5,324	37	5,376	21	1,473	20	2,400	35	3,341
France	51	3,948	37	1,552	28	4,143	37	4,410	62	7,166
Italy	43	752	45	813	20	313	29	760	32	738
Spain	37	1,437	39	4,367	49	5,099	38	2,807	42	4,434
Portugal	68	5,621	55	5,989	40	3,665	40	4,012	47	4,423
Turkey in Europe	...	...	...	...	1	282	...	...	...	...
North Sea, Baltic, and Great Fisheries	576	3,510	521	4,066	529	4,088	610	9,606	79	1,641
Transatlantic ports	64	15,724	66	15,122	73	19,260	73	21,161	94	27,393

Cleared Outwards.

	1870.		1971.		1872.		1873.		1874.	
	Number.	Cargo.	Number.	Cargo.	Number.	Cargo.	Number.	Cargo.	Number.	Cargo.
		Tons.		Tons.		Tons.		Tons.		Tons.
Inland—										
Sailing ships	16,369	151,300	17,940	178,375	17,610	162,435	18,174	170,212	18,166	178,940
Steamers	5,483	109,258	5,467	118,199	6,083	123,194	6,131	138,494	6,033	144,882
Total	21,852	260,558	23,407	296,574	23,693	285,629	24,305	308,706	24,199	323,822
Foreign—										
Sailing ships	14,142	191,970	14,985	240,151	15,701	228,055	16,896	253,569	15,554	204,907
Steamers	3,546	95,853	3,313	107,327	3,951	131,761	4,907	164,603	6,138	211,703
Total	17,688	287,823	18,298	347,478	19,652	359,816	21,803	418,172	21,692	416,610
To or from—										
Feroe, Iceland, and Greenland	102	7,899	147	11,804	148	11,951	159	12,899	135	11,243
Danish West Indies	5	1,012	6	1,362	8	1,527	5	404	4	1,154
Sweden	5,796	38,644	6,021	38,753	6,575	31,458	7,545	43,322	8,549	71,913
Norway	2,642	46,188	2,881	51,159	3,040	55,277	3,234	59,562	2,662	42,829
Schleswig-Holstein	4,072	42,633	3,692	40,821	4,241	48,410	4,517	64,919	4,033	59,746
Lubeck, Hamburgh, Bremen	458	6,542	520	8,816	648	10,658	886	19,493	1,080	21,510
Prussia	959	13,178	842	11,754	1,059	20,268	979	24,130	1,307	37,468
Mecklenburgh	29	698	11	393	14	507	14	413	107	1,655
Russia	418	2,180	426	2,526	461	3,512	485	3,293	676	4,124
Great Britain	1,589	115,812	1,807	147,182	1,521	129,304	2,094	178,110	1,441	142,070
Holland	85	4,533	143	10,224	143	11,281	69	3,358	129	6,418
Belgium	45	3,644	204	18,542	380	29,807	76	4,905	125	9,646
France	18	875	29	2,573	16	974	18	764	40	2,417
Italy	1	40	...	...	1	70	2	...	4	40
Spain	2	...	...	...	1	4	6	...	3	100
Portugal	1	...	...	...	2	...	...	...	2	...
Turkey in Europe	...	...	...	...	...	...	...	...	...	...
North Sea, Baltic, and Fisheries	1,456	1,242	1,563	494	1,381	2,996	1,694	692	1,314	1,469
Transatlantic ports	10	2,703	5	1,675	13	1,812	20	1,316	31	2,803

Return of British Shipping at the Port of Copenhagen in the Year 1874.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.								Cleared.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
393	...	393	153,722	...	153,722	5,502	Unknown.	154	11	165	97,457	2,865	100,322	3,512	Unknown.

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.								Cleared.							
Countries whence Arrived.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.	Countries to which Departed.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
Prussia	52	...	52	36,714	...	36,714	1,257	Unknown.	Prussia	24	45	69	18,451	18,096	36,547	1,328	Unknown.
Russia	9	...	9	4,860	...	4,860	168	,,	Russia	3	48	51	2,023	13,357	15,380	536	,,
France	6	...	6	1,636	...	1,636	56	,,	Sweden	3	35	38	1,414	9,569	10,983	384	,,
Portugal	1	...	1	268	...	268	9	,,	Norway	...	10	10	...	1,855	1,855	64	,,
Spain	1	...	1	571	...	571	20	,,	Holland	2	1	3	745	483	1,228	42	,,
Italy	1	...	1	219	...	219	8	,,	America	1	...	1	321	...	321	11	,,
Asia	1	...	1	433	...	433	14	,,	Denmark	...	3	3	...	548	548	18	,,
America	11	...	11	2,956	...	2,956	102	,,	Greenland	...	1	1	...	195	195	8	,,
West Indies... ...	1	...	1	522	...	522	18	,,	Baltic	...	140	140	...	35,480	35,480	1,279	,,
Norway	2	...	2	180	...	180	7	,,									
Denmark	1	...	1	388	...	388	10	,,									
Greenland	2	...	2	390	...	390	11	,,									
Total	88	...	88	49,137	...	49,137	1,680	,,	Total	33	288	316	22,954	79,583	102,537	3,670	...

Agriculture.

In a country like Denmark, where agriculture is the chief occupation of the people, and where the result of the harvest is the barometer according to which the prognostic of the coming year's commercial transactions is made, it is of considerable importance to know as early as possible the value of the year's cereal returns.

A rich harvest for this country means a flourishing export and import trade, increased customs returns, and general State revenues.

The result of the Danish harvest is to a certain extent also of interest to Great Britain, which receives a considerable portion of its surplus.

This year's corn harvest has been unusually partial in its results, scarcely any two larger districts having given an equal return. It was best in the islands, especially on Lolland and Falster, and less productive in Jutland, but the total yield may be taken as somewhat under an average year; thus taking an average one 1·00, this year's total produce will be equal to about 0·89.

The same figure will apply to the hay harvest, which has likewise been somewhat less than an average one. An average year's corn harvest may be taken to be about 9,000,000 quarters.

Besides quantity and quality, another factor must be taken into calculation in judging of the result of the harvest in relation to its commercial importance to the country.

The time is past when Danish farmers were compensated for bad harvests by rise in price. Competition from abroad now not only affects the home markets, but causes unforeseen and sudden fluctuations which in a high degree control and modify its money value.

This year's wheat harvest, both in Europe and America, has been unusually abundant, and a considerable fall in the price of this cereal in the Danish markets has been the consequence.

It was quoted in October last at $8\frac{3}{4}$ to $9\frac{1}{2}$ Danish dollars per barrel ($2\frac{1}{10}$ to an Imperial quarter). In the same month in the previous year it fetched from $12\frac{1}{6}$ to 13 dol. per barrel, and it has not been so low as at present since 1865.

The prices of rye and barley have not fallen in the same proportion, barley prices now being but slightly under those of the previous year.

Denmark is one of Europe's smallest kingdoms, but it is at the same time one of the most intensely cultivated. Its fields and meadow lands are greater in extent than those of Portugal and Belgium, but little less than Sweden's, and five times greater than Norway's, and every year shows an onward movement in increased culture and improved agriculture.

The following table will prove this statement, and show the extent, nature, and produce of agriculture in the kingdom according to the census of 1871:—

Table I.—Showing the Amount of Cultivated and Forest Land and Cattle Stocks in the Year 1871.

	Copenhagen.	Zealand, Möen, and Samsö.	Lolland and Falster.	Bornholm.	Funen, Langeland, and Aeröe.	Jutland.	Total.
Total area of the kingdom (including lakes) in Danish Tönder ..	2,391	1,329,631	301,025	105,845	617,784	4,578,646	6,935,322
Land sown (in Danish Tönder) with—							
Wheat	59	38,967	25,291	2,733	19,361	16,677	103,088
Rye	203	101,083	13,603	7,925	54,711	271,761	449,286
Barley	172	189,012	46,081	7,503	83,343	225,676	551,787
Oats	95	139,012	17,519	12,077	69,007	434,538	672,248
Buckwheat	..	765	8	38	2,722	32,613	36,146
Peas and the like	9	31,166	11,921	2,747	8,930	9,520	64,293
Mixed (for provender)	73	38,441	9,357	1,580	25,727	23,305	98,983
Potatoes	36	20,423	1,510	2,190	6,701	46,989	77,854
Beet, turnips, &c.	53	4,629	626	135	1,206	3,554	10,203
Colza	1	762	50	91	1,371	875	3,150
Industrial plants	2	3,654	593	192	3,576	6,132	14,149
Total	703	492,574	147,503	127,059	241,708	1,071,640	2,081,187
Meadow, pasture, and fallow land	658	510,174	119,648	36,080	246,978	1,709,798	2,623,336
Woods and forests	..	126,141	32,289	10,173	36,253	114,206	319,102
General Total	1,361	1,204,274	278,996	83,464	559,886	2,895,644	5,023,625
Total extent of drained land	26	186,853	33,037	8,295	64,551	120,766	363,528
Cattle Stocks—							
Horses	4,034	94,368	22,010	7,232	45,852	143,074	316,570
Cattle	2,682	289,689	55,407	20,337	152,240	718,543	1,238,898
Sheep	792	301,620	107,888	28,391	187,358	1,216,432	1,842,481
Swine	1,549	160,872	25,157	7,506	58,098	189,239	442,421

Table II.—Showing the Mode of Tenure of Agricultural Farms or Estates in the Year 1873.

	Zealand, Möen, and Samsö.		Lolland and Falster.		Bornholm.		Funen, Langeland, and Aeroe.		Jutland.		Total.	
	Number.	Tönder Hartcorn.	Number.	Tönder Hartcorn.	Number.	Tönder Hartcorn.	Number.	Tönder Hartcorn.	Number.	Tönder Hartcorn.	Number.	Tönder Hartcorn.
Estates of the value of 12 tönder of hartcorn (1) and upwards	669	19,664	169	6,061	12	200	291	8,759	787	18,288	1,928	52,972
Of 1 to 12 tönder	17,374	88,877	4,189	20,875	987	4,538	9,963	42,562	39,360	127,924	71,873	277,776
Of less than 1 tönde	37,482	9,978	9,085	2,580	1,817	673	21,007	6,024	63,445	20,218	132,836	39,473
Land not built on, but classed (cadastré)	..	1,998	..	491	..	139	..	544	..	1,402	..	4,574
Total	55,525	113,517	13,443	30,007	2,816	5,550	31,261	57,889	103,592	167,832	206,637	374,795
Houses without land	7,786	..	1,297	..	1,373	..	2,705	..	19,414	..	32,575	..
Mode of working—												
Estates of 1 tönde land and above, farmed by owner himself, or by holding on ordinary lease	14,482	83,299	3,755	23,328	999	4,738	7,408	37,037	38,326	138,734	64,970	287,136
By the Livfæste (2)	3,561	18,242	603	3,608	..	..	2,846	14,284	1,821	7,478	8,831	43,612

(1.) "Hartcorn" is a fictitious basis adopted for assessing ground or land tax: All the land in the kingdom has been classed according to quality in twenty-four classes; and the Tönde of Hartcorn, equivalent to 72,000 Danish square ells, has been taken as the basis for an estate or farm classed as 24.

(2.) The "Livfæste" is a form of lease of ancient date (terres en roture). The "Fæster," or holder, has greater rights than the farmer on ordinary lease. He holds the title for life, and his widow inherits his rights for her lifetime likewise.

The importance of Denmark to Great Britain as a corn and cattle export market will best be seen from the following table, in which I include other farm produce:—

TABLE III.

	Number, Weight, and Measure.	Exported in—				
		1870.	1871.	1872.	1873.	1874.
Horses	Number	8,850	22,840	12,476	11,385	7,088
Cattle	,,	47,293	45,139	50,316	64,765	71,256
Sheep, &c.	,,	8,651	7,862	21,038	39,099	46,396
Swine	,,	22,688	24,873	69,673	149,485	188,306
Other animals	Danish lbs.	42,364	100,110	110,459	173,086	157,356
Meat, fresh and salted	,,	11,008,570	13,741,745	15,036,940	11,283,913	14,425,923
Lard and grease	,,	271,778	347,309	582,103	808,741	1,255,748
Butter	Barrel	55,909	67,984	64,415	94,614	103,322
Cheese	Danish lbs.	45,772	36,380	23,781	32,485	26,358
Eggs	Score	32,270	56,052	339,529	689,539	1,426,902
Buckwheat	Tönde	344	3,007	5,277	8,821	3,929
Barley	,,	1,187,551	1,577,654	1,204,055	1,334,534	1,001,969
Peas, beans, &c.	,,	30,949	23,596	51,971	26,043	26,634
Oats	,,	458,589	831,617	473,518	864,538	575,408
Wheat	,,	441,066	494,779	623,922	446,538	361,840
Maize	,,	275	...	...	...	...
Malt	,,	13,277	2,797	3,129	4,094	7,351
Rye	,,	327,640	542,220	648,390	677,502	390,065
Tares, vetches, &c.	,,	710	2,231	2,352	5,003	1,653
Total	...	2,460,401	3,477,901	3,012,614	3,367,073	2,368,840
Flour and meal—						
Buckwheat	Danish lbs.	53,743	79,919	90,006	197,651	254,322
Barley	,,	4,713,114	6,292,221	8,106,942	7,130,320	6,308,424
Beans, peas, and the like	,,	825	2,160	14,059	2,495	7,800
Oats	,,	21,705	102,261	11,163	15,166	36,701
Wheat	,,	43,447,370	44,883,509	23,344,947	40,842,316	49,510,702
Maize	,,	...	5,400	...	8	...
Malt	,,	7,821	8,456	11,255	12,600	12,840
Rye	,,	14,600,235	11,465,522	12,460,111	14,424,649	13,824,151
Total	...	62,844,813	62,857,448	44,038,483	62,535,207	69,954,940
Other preparations of flour	...	1,714,058	1,659,292	1,606,978	1,982,540	1,657,077

The total export of corn, grain, and flour in the present year has thus been equal to about 82,500,000 lbs. weight, for which the chief markets are in Leith, Hull, Newcastle, and London. Its money value may be estimated at 21,500,000 rix-dol.

As the above tables show, the surplus of our agricultural produce has been gradually increasing as regard live stocks and provisions, but decreasing in grain, which proves that the Danish farmers more and more devote themselves to cattle feeding and butter making.

The chief market for Danish corn is Great Britain, which received in 1873-74 1,192,798 tonder; but also Sweden, Norway, Hamburgh, and Lübeck receive large quantities.

I add a list of the principal grain-exporting places in Denmark, besides Copenhagen, which exported about 500,000 barrels:—

	Barrels.
Aarhuus	323,285
Randers	151,135
Rudkjobing	103,326
Odense	95,262
Nakskov	94,087
Bandholm	90,272
Harsens	83,251
Nyborg	73,577
Holbok	66,330
Assens	62,089
Nykjobing Falster	60,379
Faaborg	59,497
Nykjobing Mors	52,829
Kallundborg	51,475

The export of butter in 1874, 103,322 barrels, is a considerable increase upon any preceding year, and nearly the double of the total exportation in 1870.

The prices have ranged very high for this article during the whole of the year. Also of butter, England and Scotland received the bulk of Denmark's overplus in 1874, viz., 81,351 barrels.

Copenhagen exported more than one-half of the total quantity (65,785 barrels). Of other important shipping places I must mention Aarhuus (14,876 barrels), Frederickshaven (5,770 barrels).

There is scarcely an article the export of which has increased so rapidly as eggs. About five years ago it was next to nothing, and now it has reached the respectable figure of 1,426,902 scores, representing a capital of about 600,000 rix-dol., and I think there is still great room for further development.

In connection with eggs may be mentioned the export of fowls, which for this year represents a value of not less than 263,289 rix-dol., all exported to Germany; and now that rabbit breeding has commenced in Denmark, I should think that these animals will also find their way to England.

Yeast.—Of this Denmark has exported 1,104,417 lbs., of which, however, England only received 4,443 lbs.; the rest went to Hamburgh, Sweden, and Norway.

According to statistical tables of Vienna, 1872, out of 100 inhabitants in the different European countries, the following numbers were occupied in agricultural pursuits:—

Denmark	78
Russia	77
Sweden	77
Mecklenburg	76
Turkey	72·5
Portugal	71
Austria	70·8
Norway	70
Spain	68
Italy	66
Bavaria	65·8
Wurtemburg	60
Switzerland	58
Greece	52
France	52
The Netherlands	51·2
Prussia	45
Belgium	43
Great Britain	33
Saxonia	33

Denmark is thus the country with the highest percentage of agriculturists, viz., more than three-fourths of the population. It should be evident that any assistance given to the chief occupation of the people would prove beneficial to the general welfare of the country; but curiously enough there is scarcely any other country where the Government make so little effort to further agricultural pursuits.

At the Twelfth Agricultural Exhibition in 1872 this subject was discussed, and it was recommended to follow the example of England in promoting draining by passing a law which should give drained land preference to other mortgages, and as in Germany, France, and Sweden, encourage farmers to cultivate beetroot for sugar manufacturing by exempting it from taxes for a period of years. There is no

doubt that both these proposals would be of vast importance to agriculture.

In 1871 only 5,000 tönder land were sown with turnips, or scarcely ¼ per cent. of the total sown area. Since then the Danish Sugar Factories, a joint stock company, have taken the initiative by establishing branch factories in different parts of the country, and thus inducing the farmers to grow beet.

Railways and Harbours.

The railways last year received an increase by the Lolland Railway, which forms the first link in the projected line between Copenhagen and Berlin.

A harbour is projected at Gjedseradde, the terminus of the Lolland Railway, but the expenditure has not yet been voted by the Rigsdag.

The north-west Zealand Railway was opened the 30th December, by which a quicker communication and a shorter sea-passage was established between Copenhagen and the north of Jutland.

On the 3rd October the South Jutland Railway was opened for traffic from Limderskov to Varde, touching Esbjerg. Besides being an important link in the Danish railway net, this line will have a great influence upon the barren moorlands through which it runs.

The farmers have always evinced a great desire to cultivate their heaths, which are generally of good quality, and I think now that they have got an easy access for procuring manures, we shall soon see a flourishing country.

The harbour of Esbjerg, which was opened along with the railway, is calculated upon being of great importance to the trade between Denmark and England, especially the cattle trade, as being the nearest shipping place in Denmark to any ports in England.

Two steamers are running regularly with cattle from Esbjerg to England, and as the traffic increases it is intended to build more steamers specially adapted for cattle transport.

The harbour, which has been built at a large cost, is also expected to be a harbour of refuge, the importance of which cannot be overrated, considering the dangerous coast off this part of Jutland, hitherto without one accessible place for ships to find shelter in. At present only ships under 12 feet can get over the bar, but the working is being continued to make the harbour accessible for ships of all sizes. Whether this can be accomplished I cannot now say, but doubts are entertained about it. One of the greatest obstacles will be the sands, which on the Jutland coast continually shift from one place to another.

Telegraph.

The total length of telegraph lines in Denmark at the end of 1873 was 343 geographical miles, and of wire 949⅔. The number of stations at the same time was 108. The increase of telegraphic messages (exclusive of service telegrams) will be seen from the following figures:—

	Telegrams.
1869	409,167
1870	513,623
1871	539,415
1872	584,552
1873	626,728

Danish company got in 1873 concession for a submarine tele-

graph line between St. Thomas and St. Croix. In 1874 this concession was extended by Royal Charter to include a line over St. Croix, between Porto Rico and Trinidad.

EXPLANATION OF DANISH COINAGE, WEIGHTS, AND MEASURES.

1 Pund (lb.)	= 1·1023 pound avoirdupois.
1 Tonde—	
Grain	= 3·8270 bushels.
	= 0·4784 quarters.
Beer..	= 28·9189 gallons.
Butter	= 246·9179 pounds.
Coals	= 4·6775 bushels.
1 Pot	= 0·2126 gallons.
1 Viertel	= 1·7011 „
1 Alen	= 0·6864 yards.
1 Fod	= 0·3432 „
	= 1·0297 feet.
1 Cubikfod	= 1·0918 cubic feet.
1 Commercelast	= 2 Tons.
1 Register Ton	= 1 „
1 Rigsdaler = 6 Mark = 16 Skilling	= 2*s.* 3*d.*
1 Kronor = 100 Ore..	= 1*s.* 1½*d.*

Since 1st January, 1875, the gold standard has been introduced into Denmark. The standard coin is the kronor (equal to 1*s.* 1½*d.*), divided into 100 ore.

Copenhagen, May 29, 1875.

EGYPT.

PORT SAID.

Report by Consul Perceval on the Trade and Navigation of Port Saïd for the Year 1874.

The following table shows the number of vessels of all nations, with their net tonnage, which have passed through the Suez Canal during the year ended December 31, 1874:—

The total number of ships was 1,264; total net tonnage, 1,649,188 tons; and comprises 81 men of war, transports, and yachts, net tonnage 106,937, and 1,183 merchant ships, net tonnage 1,542,251 tons.

Of this number, 898 vessels, with a net tonnage of 1,209,612 tons, were under the British flag, being 71 per cent. of the whole.

By comparison with the return for the previous year, an increase of 93 vessels, of which 88 were British, will be observed, thus showing that the traffic through the canal is steadily augmenting.

The requisite depth of water throughout the canal has been kept up with very little dredging, and I am informed that at the present moment only one machine is at work. The bank which I mentioned in my report for 1873 as being in formation to the westward of the entrance channel to this harbour, has been dredged away. During the year about 300 metres have been added to the western mole. The company purpose widening the entrance to the canal from the harbour.

From the 12th instant the first floating green light at the entrance to Port Saïd has been abolished, and a fixed green light exhibited at the extremity of the eastern breakwater, the other lights remaining as heretofore.

I transmit herewith a return of British shipping that has frequented this port during the year 1874, not in transit through the canal, which amounted to 159 ships, with a net tonnage of 125,292 tons. Of this number, 141 were steamers, and 18 sailing vessels.

The total number of British ships arriving at Port Saïd during the year reached to 1,057, total tonnage 1,334,904, including those in transit.

Consequent on the increase in the number of steamers, the amount of coal imported, principally for their use, has been considerably greater than in the previous year, and may be estimated at 260,000 tons, of which amount 200,207 tons reached Port Saïd in British vessels.

In the month of July last the Egyptian Government commenced levying an *ad valorem* duty of 8 per cent. on all coals imported here, with a drawback of 7 per cent. on coal proved to have been reshipped within six months. Previously no tax was charged except on coal landed for consumption in the country, that imported for the supply of steamers in transit having been allowed to pass free. As nearly all the coal imported here is for the supply of vessels passing through the Suez Canal, this tax is virtually a deposit of 8 per cent. on the stock, with a return of 7 on re-exportation.

Of provisions and ship-chandler's stores about 12,000 tons have been imported.

The export trade of Port Saïd consists of cotton and cotton seed; but the crop having been deficient last year, only 1,500 tons of cotton seed have been shipped.

5,700 tons of general goods, consisting of hides, pepper, coffee, &c., have been transhipped for Europe, and 900 tons of tea, principally for the Russian market.

Considerable improvements are in progress in the town of Port Saïd, and several substantial buildings are being constructed, replacing the temporary houses that have hitherto existed. Amongst these the most extensive is a block of buildings in course of erection under the auspices of his Royal Highness Prince Henry of the Netherlands, and which consist of a consulate, hotel, warehouses for goods, coal depôt, on a site fronting the harbour, and to which two piers are to be built for ships to haul alongside for loading and discharging cargo.

A plot of ground has been purchased by the British India Steam Navigation Company, upon which they intend building.

Concrete has been laid down in several of the streets for the convenience of foot passengers, and the lighting of the town has undergone some improvement.

With a more abundant supply of fresh water and railway communication with Damietta and Ismailia, I have no doubt that Port Saïd would rapidly increase in size and importance, and become one of the principal ports of export in Egypt.

Port Saïd, March 31, 1875.

Suez Canal Traffic for the Year 1874.

Number of Ships and Tonnage.

1874.	British.	French.	Austrian.	Dutch.	Italian.	German.	Spanish.	Turkish.	Egyptian.	Norwegian.	Russian.	Greek.	Swedish.	Portuguese.	Various Flags.	Totals.
January	82	6	5	2	5	4	1	1	...	...	1	4	...	...	...	111
February	73	5	5	3	4	2	3	3	...	1	1	...	...	...	...	100
March	89	7	3	2	5	4	2	1	1	1	3	...	...	2	...	120
April...	88	9	9	4	3	3	3	...	...	1	...	...	...	...	Belgian 1	121
May	77	9	6	4	4	2	2	1	1	1	...	...	1	...	...	108
June	56	7	5	5	6	1	2	...	...	...	...	...	...	...	...	82
July	72	7	4	5	3	2	3	...	...	1	1	...	...	...	...	98
August	64	8	2	7	4	1	2	1	...	...	...	1	...	...	...	90
September	62	7	5	4	5	2	3	1	...	1	1	...	...	1	...	92
October	80	6	4	9	5	3	1	2	2	1	...	...	3	...	Danish 1	117
November	75	7	5	2	3	5	3	2	1	1	...	...	...	...	...	104
December	80	9	8	6	5	2	2	4	3	...	...	...	1	...	Japanese 1	121
Total	898	87	61	53	52	31	27	16	8	8	7	5	5	3	3	1,264
Nett tonnage	1,209,612	157,883	57,306	74,563	46,177	27,450	35,865	8,555	4,583	9,078	8,499	976	4,995	1,736	1,910	1,649,188

RETURN of British Shipping arrived at Port Said during the Year 1874, not in Transit through the Suez Canal.

	Entered.										Cleared.									
	Number of Vessels.			Number of Tons.			Number of Crews.			Nature of Cargoes.	Number of Vessels.			Number of Tons.			Number of Crews.			Nature of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
Steamers—																				
Direct	138	...	138	117,641	...	117,641	3,319	...	3,319	Coal, 200,207 tons, and hydraulic lime.	7	1	8	5,868	1,115	6,983	166	25	191	Coal, cotton, seed, and iron.
Indirect	3	...	3	1,929	...	1,929	64	...	64		8	123	131	6,769	104,547	111,316	190	2,955	3,145	
Sailing vessels—																				
Direct	18	...	18	5,722	...	5,722	180	...	180		2	...	2	570	...	570	26	...	26	
Indirect	...	...	...	...	...	...	...	...	...		...	14	14	...	4,440	4,440	...	134	134	
Total...	159	...	159	125,292	...	125,292	3,563	...	3,563		17	138	155	13,207	110,102	123,309	382	3,114	3,496	

FRANCE.

BAYONNE.

Report by Vice-Consul Andrews on the Trade and Commerce of Bayonne for the Year 1874.

Bayonne is a town possessing great historical interest. As far back as the twelfth century it fell into the hands of the English, and so remained until the reign of Charles the Seventh, 1451, when it was retaken by the celebrated Dunois, and Gaston, the seventh Comte de Foix. It was, however, again occupied by the British during the Peninsular War. Napoleon the First resided some time at the Château de Marrac, which was destroyed by fire in 1828, and all that now remains of it are some interesting ruins. It was here that the negotiations were carried out for the abdication of Charles the fourth, King of Spain, in favour of Joseph, brother of Napoleon, who was proclaimed King of Spain, on the 7th of June, 1808.

There are several interesting buildings, amongst others a fine cathedral, the construction of which dates from the thirteenth century; the cloisters are, possibly, the largest in France, and have been recently restored; the Hotel de Ville, containing the custom-house, a library, and a museum; Château Vieux, an ancient erection of the twelfth century; and the Château Neuf, which serves as a barrack for the greater part of the garrison. The Arsenal possesses a large "Salle d' Armes," which can hold 50,000 rifles. The Military Hospital affords accommodation for 1,000 to 1,200 beds, and the "Hospice de Tosse" more resembles a palace than an asylum for the suffering.

There are few towns of the same extent in France that have made more progress than Bayonne during the last 25 years. That Bayonne, with a population over 26,000 inhabitants, possesses much wealth is shown by the number of handsome villas built around it. The great improvement which it has undergone of late years is chiefly to be attributed to the railroad, which extends to the extreme frontier town of Hendaye, and the impulse given to industry and commerce by the presence of the Imperial Court at Biarritz during the summer months, which, though the Court is no longer there, has not ceased.

The harbour of Bayonne is situated at the lower extremity of the Gulf of Gascony, with a coast line parallel with the meridian. It has obtained, under certain special conditions, a bad reputation, for the following reasons: The Adour, whose estuary forms the port of Bayonne, empties itself into the sea on a westerly coast, which is consequently exposed to all the great oscillations of the ocean. From this cause it results, as in all similar cases, that the sand accumulates and forms at the mouth of the river a bank, stretching across the entrance, and thus forming a bar. This bar is subjected to continual changes, the sand of which it is composed being at one moment driven back, and at another carried forward, according to the greater or lesser force of the ebbing or flowing tide. Such are the difficulties which exist, but there is a great difference between these occasional obstructions and the dangers which have been represented; and now that steam navigation is super-

seding sailing vessels, the bar of Bayonne may be considered as almost always practicable for steamers of a sufficient horse-power. The works now in course of construction for the improvement of the passage have already produced good effects, and when terminated, the condition of the harbour will be analogous to that of most others.

According to official accounts the depth of water at the bar at low tide is from 13 to 14 feet, and at high tide 16½ to 17 feet.

There is a tower at the entrance to the river, and to the south of this tower a signal mast, on this latter, which is called the "mat d' approche," the French flag is hoisted to show vessels in the offing that they can enter. In the case of the bar being impracticable a red flag is hoisted on the same mast. On the tower a system of signals similar to those in other harbours is employed to indicate the depth of water at the bar. There is also a pilot mast, with its moveable trapezium, showing the direction of the passage of the bar. If the weather is fine, vessels can receive the pilot on board before entering the passage, but, if otherwise, the pilot captain directs the incoming vessel by signals, and goes on board when she has crossed the bar. There is a detailed explanation published, which gives useful information and instruction on this subject.

During the night the "Contes Light" on the north, and the Light-house of Biarritz on the south, indicate the coast.

Entrance by night, when the pilot captain's signals are invisible, is shown by a harbour light which is red when the entrance is dangerous, and white when practicable; in the latter case the master of the vessel must find the passage by two green lights, which must be in direct line. When once in the river the pilot takes the vessel alongside the town wharves to any place which may be desired. The harbour of Bayonne is completely sheltered, and could not be safer than it is, though, at the same time, it is necessary that the anchorage should be strong, in consequence of the currents, which are at times very powerful, more especially those which descend the "Nive" after inundations. If a vessel be subjected to quarantine, or is under surveillance, she must anchor off the Lazaret, which is half way between Bayonne and the entrance to the river; here also is good anchorage. The fees are as follows:—

	Fr.	c.
Above 20 tons	3	50
From 20 to 40 tons	4	50
„ 41 „ 80 „	5	50
„ 81 „ 120 „	6	00
„ 121 „ 180 „	7	00
„ 181 „ 220 „	9	00
221 and above	10	00

Independently of these fees there is one for signals, with the following tariff:—

	Fr.	c.
From 20 to 40 tons	3	50
„ 41 „ 80 „	4	50
„ 81 „ 120 „	6	00
„ 121 „ 180 „	7	00
„ 181 „ 220 „	8	00
220 and above	10	00

If the incoming vessel requires a boat to help her to anchor, the expense amounts to about 20 f. If the pilot goes out to sea to fetch a vessel the amount is settled between the master and himself. As regards tonnage, the Chamber of Commerce is authorised by Govern-

ment to tax laden vessels at the rate of 30 c. per ton, and vessels in ballast at 5 c. per ton. The fees for towing vessels are 50 c. per ton, which gives an average minimum of 40 f., and a maximum of 120 f. for vessels of 250 tons. If the master of a vessel desires to be towed as far as the wharves, or to go to sea, and obliges the tug steamer to fetch him at his anchorage, he has to pay in addition half the price of the tonnage at the rate already mentioned. Lastly, it must be remarked that steamers pay only half fees for pilotage.

It may be worthy of notice that in the event of unusually bad weather, and when a vessel can neither pass the bar or remain in the open sea, she can always seek refuge in the roadstead of St. Jean de Luz, no great distance from the entrance to the Adour. At St. Jean de Luz there are fixed buoys offering excellent moorings, for which anchorage no fee is charged.

The total number and tonnage of vessels of all nations which arrived at the port of Bayonne during the last five years has been as follows :—

Years.	Number of Vessels.	Tonnage.	Number of Crews.
1870	474	50,958	3,492
1871	461	51,212	3,383
1872	467	54,962	3,862
1873	658	70,725	5,281
1874	814	73,932	6,291

The annual amount of tonnage of British ships that resorted to this port during the last five years is notified in the following table :—

Years.	Number of Vessels.	Tonnage.	Number of Crews.
1870	36	5,572	262
1871	54	8,169	405
1872	31	4,597	223
1873	36	6,032	299
1874	42	8,042	439

Of the 42 British ships which arrived here during the year 1874, 20 were steamers, and 22 were sailing vessels ; the departures corresponded with the arrivals. I would here remark that the apparently small number of British ships coming to this port in comparison with those of other nations is not so great as it seems, from the fact that the French and Spanish steamers both depart and return weekly from neighbouring places.

The chief article of British import continues to be coal from Cardiff, Newcastle, and Ardrossan. The following table shows the amount of coal imported for the last five years :—

Years.	British Coal Imported.
	Tons.
1870	21,835
1871	19,784
1872	15,528
1873	17,973
1874	19,222

The subjoined table exhibits the total tonnage of imports and exports from the port of Bayonne for the last five years:—

Years.	Imports.	Exports.
	Tons.	Tons.
1870	42,180	31,995
1871	41,912	27,142
1872	35,938	33,143
1873	48,965	39,503
1874	55,361	36,427

Gross Trade of Bayonne, from the "Tableau Général du Commerce."

Years.	Importations.		Exportations.		Importations.		Exportations.	
	Total Imported.	Paid Duty.	Total Exported.	French.	Total Imported.	Paid Duty.	Total Exported.	French.
					Millions of Francs.	Millions of Francs.	Millions of Francs.	Millions of Francs.
1862 ...	28,344	26,116	47,231	41,931	1·7	1·7	58·1	47·5
1863 ...	33,506	30,644	53,468	47,716	3·9	3·7	65·0	52·1
1864 ...	34,101	31,090	43,796	39,457	1·7	1·5	57·6	57·3
1865 ...	27,668	27,668	32,107	29,772	1·4	1·5	37·2	30·8
1866 ...	40,890	36,663	43,815	38,963	3·1	2·2	23·9	18·7
1867 ...	50,299	44,428	57,032	54,253	4·6	3·2	23·7	18·0
1868 ...	48,235	44,125	37,532	33,352	6·0	5·1	14·4	11·5
1869 ...	54,239	50,914	31,068	28,824	3·3	2·4	13·8	12·1
1870 ...	42,406	38,521	30,995	27,652	4·6	2·3	15·3	11·2
1871 ...	43,438	41,938	31,858	29,254	7·8	4·3	17·9	13·6
1872 ...	41,067	37,682	33,976	30,092	10·6	2·6	19·7	12·0
1873 ...	51,691	46,673	38,216	34,104	12·6	6·4	23·9	17·0

Comparing the averages of 1865–6 and 1872–3 (there are no later published accounts) the importations of Bayonne have increased, and the exportations decreased, both in quantity and value.

The rate of increase in the imports was 35 per cent. in quantity, and 415 per cent. in value.

In the exports the decrease was at the rate of 5, and 40 per cent. respectively.

As to the increase in imports, I apprehend that the state of public affairs in Spain brought a wealthy class of consumers into this part of France, who were not here before 1869.

As regards the decrease in exports, the disturbances in Spain, doubtless, have diminished trade to that country in tissues and other manufactures formerly sent there.

Freights, 1874.

Rates of Freights Outwards per ton.

To—	Rosin.	Grain.
	Per ton.	Per quarter,
	s. d.	s. d.
London	16 0	3 0
Glasgow	12 0	..
Liverpool	16 0	..
Newcastle	16 0	..
Sunderland	14 6	..
Newry	..	3 0
Bristol	12 0	..

The following table shows the prices of the Naval Stores Trade during 1874 :—

	French Weight.	French Money.		English Weight	English Money.	
		Lowest.	Highest.		Lowest.	Highest.
		Fr. c.	Fr. c.		£ s. d.	£ s. d.
Fine resin	Per 100 kilos.	20 00	25 00	Per cwt.	0 8 0	0 10 0
Medium	„	15 00	20 00	„	0 6 0	0 8 0
Strained	„	13 75	16 25	„	0 5 6	0 6 6
Turpentine spirits	„	60 00	70 00	„	1 4 0	1 8 0

There is a weekly line of Spanish steamers running between this port and St. Sébastian, Bilbao, and Santander.

As the neighbouring fashionable watering place of Biarritz has become so closely connected with Bayonne, the distance being a little over 4½ miles, and the communication so frequent, I have ventured to append a few remarks upon its condition.

Biarritz, in the Basses Pyrénées, is 4½ miles south-west of Bayonne, and 470 miles from Paris. Its position in one of the most beautiful parts of France, its close proximity to the frontier of Spain, added to the many pretty places which surround it, make this locality worthy of the preference which has been accorded to it so generally. The fixed population, according to the census last year, is 5,200 inhabitants, amongst whom the extreme of old age is largely represented. It is worthy of remark, that Biarritz has been exempt from all epidemics, even when raging in the surrounding villages. Its situation upon the declivity of a hill gently sloping towards the ocean, exposes it to the salutary influences of the sea breezes, which, no doubt, is the cause of this immunity. Biarritz has three beaches, or strands, with three bathing establishments, each irreproachably conducted by the local authorities. These three distinct shores offer great advantages to bathers, as when the sea is troubled in one spot, most probably it is calm in another. Dr. Adéma, the leading physician in Biarritz, to whom I am indebted for the following, wrote thus as far back as 1861, and remains still of the same opinion—the favourable impressions he then formed having since been fully realized.

"Biarritz, as a resort for invalids, has for some years been much

frequented during the winter months, its temperature mild and equal is yet sufficiently bracing to make it very favourable for constitutions weakened by chronic affections. It is peculiarly advantageous for invalids, whose convalescence is slow in being established, as one sees both appetite and sleep return and consequently strength. The English come in large numbers, and several families have established themselves here altogether, in some cases buying houses, and in others building them. Tubercular disease of the chest is unknown amongst the natives of Biarritz. In a practice of upwards of twenty-five years, only two cases have come under my notice, and these were young women from a neighbouring village.

"The consumptive patients who have passed a winter here, find themselves much benefited, so much so, that they return again and again. Improvement has been so notable, in many cases, that several persons condemned by medical opinions, have had their existence prolonged in a most remarkable manner."

The following meteorological tables show observations taken in the years 1860, 1861, and 1862.

COMMUNE de Biarritz.

Moyenne de la Température des hivers de 1861–2. (Relevée sur un Thermométre Centigrade.)

Designation des Mois.	Température constatée sur un Thermomètre placé au						Observations.
	Nord.			Sud.			
1860–61—	Deg.	Deg.	Deg.	Deg.	Deg.	Deg.	
Du 10 au 30 Novembre ...	11	14	12	11	17	13	7 jours beau, 8 jours couvert, 5 jours pluie.
Décembre, 1860	9	11	10	9	13	10	11 ,, 10 ,, 10 ,,
Janvier, 1861 ...	5	10	8	6	15	8	22 ,, 6 ,, 3 ,,
Février ,,	9	13	11	9	16	11	14 ,, 5 ,, 9 ,,
Mars ,,	11	14	13	11	20	13	16 ,, 4 ,, 11 ,,
Avril ,,	13	17	16	14	23	17	24 ,, 3 ,, 3 ,,
Mai ,,	16	20	17	17	24	18	26 ,, 2 ,, 3 ,,
Hiver de 1861–62—							
Du 6 au 30 Novembre ...	12	15	14	13	18	10	20 jours beau, 2 jours couvert, 3 jours pluie.
Décembre, 1861	8	12	11	8	16	10	23 ,, 4 ,, 4 ,,
Janvier, 1862 ...	8	12	11	9	15	11	20 ,, 1 ,, 10 ,,
Février ,, ...	8	12	11	8	20	11	26 ,, 1 ,, 2 ,,
Mars ,, ...	13	17	15	13	22	16	21 ,, 2 ,, 8 ,,

Certifée veritable, à Biarritz, le 10 Avril, 1862,
(Signé) DR. M. ADEMA.

It is worthy of remark that the winter of 1874–75, almost unprecedented for its severity throughout Europe, has, in Biarritz, been most favourable, as the following figures will testify. The mean temperature having been, for November, 12°4′, December, 7°5′, January, 12°, and February, 7° (Centigrade).

Good hotels and comfortably furnished houses are to be found sufficiently numerous to accommodate all purses.

The present English church was built by subscription in the year 1860. It holds 200 persons. The English community has so much increased that the present building is quite unequal to the requirements. It is proposed to erect a new church as soon as the funds are procured, and as persons are prevented from attending from the want of accommodation it is a very pressing necessity. The English,

this winter numbered over 500. Towards a chaplain's residence 600*l.* has already been raised. A piece of land has been bought, upon which it is intended to build both a church and house. For these two objects a further sum of 2,600*l.* is required.

There is an English bank, the "International and British," belonging to Mr. E. H. W. Bellairs, who is the official correspondent of most of the leading banking-houses in London. This establishment is a very useful institution for the numerous English residents and visitors.

There is an English Club at the entrance of the town, where a liberal supply of the London newspapers is to be found. This also belongs to Mr. Bellairs. There is a circulating library open all the year round, containing a fair collection of books, both English and French, also daily newspapers.

The market is well supplied at prices corresponding with those in other parts of the south of France.

There is also a "Dépôt Anglais" greatly appreciated by the English, where all kinds of groceries, &c., are to be procured.

A society called "Societé d'encouragement" for improving the breed of horses by means of races, was formed some few years ago, and a race-course has been selected in a most picturesque situation. Races are held in the summer and autumn and attract numbers of persons from all quarters.

In the summer months diligences and vehicles ply every half hour between Bayonne and Biarritz, and in winter every hour. The growing importance of these places will be understood by the fact that a project for the connection of these two towns by rail is shortly to be carried out, which will make the distance between them ten or twelve minutes.

Bayonne, 20th March, 1875.

CALAIS.

Report by Consul Hotham on the Trade and Commerce of Calais for the Year 1874.

Imports.

There was a considerable increase in certain imports at Calais during the year 1874, chiefly in oils, iron, soda, beer, flax and cotton yarns, woollen tissues, raw wool, jute, &c.

The decrease was in wheat and barley, coal, pig iron, machines, and woods for building.

Of the 50,810 tons of coal imported from Great Britain, 14,649 tons were from Scotland, 18,230 tons from the Newcastle district, 15,435 tons from the Humber, 1,638 tons from Amble and Warkworth, and 858 tons from Stockton and Hartlepool. Of the above, 34,003 tons were imported in forty steamers, and 16,807 tons in eighty-one sailing vessels.

Notwithstanding a diminution in the import of woods for building, the Baltic timber trade continues active at this port, 142 vessels having arrived during the past year with wood from Norway, Sweden, the Baltic, &c. Of these, 121 were Norwegian vessels, total tonnage 35,309 tons; 9 Swedish vessels, total 1,674 tons; and 12 French vessels (9 from Sweden and 3 from Norway) of 3,981 tons. Although this trade appears to be principally in the hands of Norwegian ship-owners, Sweden furnished the majority of the cargoes. As usual, with the exception of this wood trade, nearly the whole of the imports were from Great Britain. Their total value I am unable to obtain; in weight, however, they amounted to 177,100 tons.

I enclose a table showing the increase or decrease in the several articles of import during the past year (Table No. I.).

Exports.

In exports the chief increase was in eggs, potatoes, glass, bottles, raw sugar, basket work, &c.

The decrease was in dry vegetables, rags, wines, spirits, pottery and porcelain, clocks, manufactures of wrought iron, furniture, &c.

The whole of the exports from Calais in 1874—27,252 tons in weight—were to Great Britain. I have added a comparative table of the exports in 1874 and 1873 (Table No. II.); also a table showing the present rate of freights per ton from the different ports to Calais (Table No. III.).

Customs Receipts.

The customs receipts at this port show a decrease in every particular as compared with the year 1873, the total decrease amounting to 257,858 fr.

Lace Trade.

The lace trade in this neighbourhood continues in a most unsatisfactory condition. Although it is difficult entirely to account for the stagnation which has manifested itself in this branch of industry for two years past, it is now pretty clearly ascertained that political events have little or nothing to do with it, and the chief cause is perhaps to be found in the fickleness of fashion; in fact, for the moment, tulle is out of favour,—"Hinc illæ lacrymæ," much distress and empty workshops. As a result of the scarcity of buyers and the consequent difficulty of disposing of stock on hand, a case is mentioned of a considerable amount of lace having been disposed of at a loss of 50 per cent.; indeed, sales have been effected at a still greater discount. Anyhow, with the exception of a few factories, the lace machines are rarely at work except by day, and one workman only is kept on for each machine. Labour in the meantime is but poorly paid—from 40 fr. to 50 fr. a week for skilled hands, ordinary workmen only receiving from 15 fr. to 20 fr. This, it is true, is enough for the necessaries of life, but it is scanty fare for those who have been accustomed to make 100 fr. and upwards a week. When this trade will recover itself—by some capricious freak of fashion, or otherwise—it is at present impossible to conjecture.

Shipping.

There was a decrease in the amount of British shipping at the port of Calais during the past year. Of the 1,084 British vessels which entered, five were from Russia, one from Sweden, and one from the United States, thus showing 1,077 British vessels as having entered Calais from Great Britain. Of these 1,077 vessels, 678 were mercantile—viz., 484 steamers, and 194 sailing; and 399 English mail and special packets. I enclose a table of the above, with their tonnage and crews (Table No. IV.).

Passenger Traffic.

The passenger traffic at Calais in 1874 showed a steady increase over that of the previous year, 199,356 passengers having passed through this port in 1874,—viz., 198,559 viâ Dover and Calais, and 797 between Calais and London direct; the total in 1873 having been 181,970, or an increase of 17,386 in 1874. As I have remarked on previous occasions, the preference for this route is becoming more and more marked every year; the day and night mail service at fixed hours contributing chiefly to this result.

The subject of the "Channel Passage" has been so frequently discussed in the daily press that it would be useless for me again to allude to it here in any detailed form. At the same time, considering the increasing tendency to travel in the present day, to say nothing of the luxurious means of transport as a general rule, it cannot be denied that it is a matter of no small importance to the majority of the travelling public that they should be conveyed across the sea with as little discomfort as possible. This discomfort may possibly be exaggerated, and, like everything else, may be comparative. Still those who do suffer from crossing the Channel in rough weather may not unreasonably seek to do away with, or at any rate diminish, the evils of the only really unpleasant part of their journey to and from the Continent.

I have already, on former occasions, called attention to the submarine tunnel. This gigantic enterprise, which has for many years

encountered the incredulity, not to say the ridicule, of many persons, appears now to be in a fair way of being carried out without loss of time. The incalculable advantages to the world in general which would result from such an international communication are too self-evident to require any comment at my hands.

I enclose a table (No. V.) showing the number of passengers landed and embarked at Calais, as well as at the other principal Channel ports, during the past year, from which will be seen the preference given to this sea route over all others. Of the 110,408 passengers landed and embarked at Boulogne, 20,290 were to or from London by sea direct, thus showing only 90,118 passengers as having passed between Folkestone and Boulogne. The number between Dover and Calais having been 198,559, it follows that the passengers viâ Dover and Calais in 1874 were more than twice as numerous as those by Folkestone and Boulogne.

Of the 45,495 passengers to and from Ostend, 40,963 were viâ Dover, the remaining 4,532 being to or from London direct.

Agriculture.

I have not yet received the agricultural returns for the past year, but the total yield was decidedly superior to that of 1873.

The extent of the Department of the Pas de Calais is 1,632,007 English acres, of which 775,820 acres are under cultivation for different kinds of cereals, producing (in 1873) a total of 2,575,941 quarters, as follows:—

Nature of Crop.	Extent in Acres in 1873.	Yield in Quarters in 1873.
Wheat	353,759	787,702
Oats	206,029	1,085,656
Barley	64,973	271,265
Wheat and rye, mixed	40,166	95,026
Rye	38,817	102,637
Other grain	54,585	151,928
Dry vegetables	23,491	81,727
Total	775,820	2,575,941

Coal Mines.

I have not yet any returns for 1874, but in the year 1873, 2,985,690 tons of coal were raised from the 40 pits at work in the Department of the Pas de Calais. This was 276,083 tons in excess of 1872. In the year 1873, 17,426 men were employed at these collieries; in 1872, the number was 15,366.

The amount of coal raised in the Department of the Nord, is somewhat in excess of the produce of the Pas de Calais. In the Nord, however, there are 10 more pits at work than in the Pas de Calais.

Canals.

In my last year's report, I alluded to the importance of the canal traffic in this part of France. The amount of merchandize conveyed

on the canals in this immediate neighbourhood in 1874, was 205,864 tons, against 200,683 tons in 1873. The total amount conveyed on the principal canals in the Department of the Pas de Calais in 1873 was 2,847,017 tons, and although the returns are not yet completed for the year 1874, the total tonnage for the latter year was in excess of that for the year 1873.

Railways.

It is said that the railway between Calais and Dunkirk is to be completed by the end of this year. I cannot, however, speak positively on the subject.

Population.

As regards the population of the Pas de Calais, I have no returns for 1874, but in 1873 the births appear to have been 590 less than in 1872, viz. 23,753 in 1872, and 23,163 in 1873; of these 23,163 (of whom 997 were stillborn), 11,869 were boys, and 11,294 girls, and the proportion of legitimate to illegitimate births was 21,238 legitimate to 1,925 illegitimate; the latter thus showing a proportion of 8·32 per cent. of the whole births. In 1872, the proportion of illegitimate births was 8·44 per cent., and in 1871, 10·04 per cent.

Of the 476 twins born in 1873, 246 were boys and 230 girls; of the boys, 208 were born alive, and 38 were stillborn; of the girls, 208 were born alive, and 22 stillborn.

Two instances occurred in 1873 of three at a birth, of whom two were boys, and four were girls.

The 6,432 marriages which took place in the Department in 1873, were thus composed:—

Between bachelors and spinsters	5,415
„ bachelors and widows	295
„ widowers and spinsters	534
„ widowers and widows	188
Total	6,432

Of these marriages, eleven were contracted between uncles and nieces, and twenty-nine between brothers-in-law and sisters-in-law.

The total number of deaths in the Department in 1873, was 16,326; viz., 8,324 males, and 8,002 females. The total deaths in 1873 were 212 less than in 1872.

Of the 6,305 youths liable to military service in 1873 (corrected list), 659 did not appear, and 523 were declared to be unfit after medical examination. Other deductions, for the reserve, left 3,493 youths fit for active service; of these 3,493 there could

Neither read nor write	605
Read only	33
Read and write	360
Read, write, and keep accounts	2,427
Not classed	63
Total	3,493

Money Orders.

I am happy to be able to report that the money order system between Great Britain and provincial towns in France, was to take effect from the 1st instant. Such an arrangement was much needed,

and will doubtless contribute in no small degree to the convenience of both countries.

METEOROLOGY.

I enclose a table (No. VI) giving the results of observations taken at Calais during the past year of the barometer, thermometer, and rainfall.

Also a table (No. VII) showing the direction of the wind.

Calais, April 5, 1875.

IMPORTS at the Port of Calais during the Year 1874 (General Trade).

Description of Articles.	Units.	Year.		Difference in 1874.		From what Countries.
		1874.	1873.	Increase.	Decrease.	
Articles paying duty—						
Raw wool	Kilo.	184,708	309,270	...	124,562	Great Britain.
Waste silk, spun	,,	41,089	44,950	...	3,861	,, ,,
Cereals, wheat, barley	Quintal...	57,004	227,099	...	170,095	,, ,, Spain, United States, and Chile.
Sugar, unrefined	Kilo.	1,018	535	483	...	Guadaloupe, Martinique.
Coffee	,,	17,992	15,711	2,281	...	Great Britain, Holland, Hayti, Brazil, and British India.
Oils, pure	,,	161,049	100,725	60,324	...	,, ,,
Cotton wool from elsewhere	,,	463,692	437,611	26,081	...	,, ,,
Raw coal	Quintal...	508,106	1,055,834	...	547,728	,, ,,
Pig Iron	Kilo.	8,108,313	10,254,874	...	2,146,561	,, ,,
Iron of all kinds	,,	1,198,382	846,693	351,689	...	Sweden.
Crystals of soda	,,	373,736	28,478	345,258	...	Great Britain.
Beer	Litre	177,409	121,313	56,096	...	,, ,,
Flax yarns	Kilo.	78,455	57,714	20,741	...	,, ,,
Cotton yarns	,,	111,520	77,638	33,882	...	,, ,,
,, ,,	1,000 metres	78,297	31,480	46,817	...	,, ,,
Woollen tissues other than carpets	Franc	559,846	341,834	218,012	...	,, ,,
Cotton tissues, oilcloth	Kilo.	96,555	58,394	38,161	...	,, ,,
Cotton tulle	Franc	38,871	41,440	...	2,569	,, ,,
Machines	Kilo.	668,423	932,220	...	263,797	,, ,,
Articles free—						
Raw wool	Kilo.	8,251,328	4,497,786	3,753,542	...	,, ,,
Silk, unbleached, raw and thrown	,,	28,062	27,703	359	...	,, ,,
Cereals other than wheat	Quintal...	43,862	22,887	20,975	...	,, ,, and Russia.
Woods for building—						
In planks more than 80 millimetres thick	Stere	15,820	18,989	...	3,169	,, ,, Russia, Sweden, and Norway.
In planks less than 80 millimetres thick	Metre	6,522,631	7,123,040	...	600,409	,, ,, ,, ,, ,,
Jute	Kilo.	4,697,456	4,200,997	496,459	...	,, ,,
Yeast	,,	5,957,591	5,820,100	137,491	...	,, ,,
Flax, hackled	,,	1,038,111	547,756	490,355	...	Russia and Germany.
Oleaginous grains, flax	,,	1,395,248	Nil	1,395,248	...	,,
Indian cotton	,,	Nil	41,043	...	41,043	...

Exports from the Port of Calais during the Year 1874—Special Trade.

Description of Articles.	Units.	Year.		Difference in 1874.		Destination.
		1874.	1873.	Increase.	Decrease.	
Eggs	Kilo.	563,100	539,280	23,820	...	The whole of the exports from the port of Calais during the year 1874 were to Great Britain.
Silk—						
In cocoons, raw or thrown	,,	2,599	5,654	...	3,055	
Waste of all kinds	,,	2,214	784	1,430	...	
Cereals, in grain and flour	Quintal	713	19,040	...	18,327	
Potatoes	Kilo.	2,594,261	1,783,561	810,700	...	
Dry vegetables and their meals	,,	6,840	397,670	...	390,830	
Fresh fruits of all kinds	,,	20,243	12,353	7,890	...	
Seed for sowing	,,	4,072	37,673	...	33,601	
Rags—						
Pure woollen	,,	432	61,258	...	60,826	
Other kinds	,,	31,424	297,782	...	266,358	
Perfumery	,,	12,179	22,817	...	10,638	
Wines	Litre	3,090,605	3,497,862	...	407,257	
Brandy and other spirits	,,	223,590	957,657	...	734,067	
Pottery and porcelain	Kilo.	120,178	234,210	...	114,032	
Glass, bottles, &c.	,,	5,633,247	4,248,698	1,384,549	...	
Cotton yarns	,,	460	197	263	...	
Tissues—						
Lace of all kinds	Franc	95,719	4,707	91,012	...	
Linen or hempen	Kilo.	25,313	22,715	2,598	...	
Of silk and waste silk—						
Tulle	,,	30,788	48,398	...	17,610	
Other kinds	,,	9,623	7,574	2,049	...	
Woollen	,,	1,348,715	1,598,687	...	249,972	
Cotton—						
Tulle	,,	15,733	25,593	...	9,860	
Other kinds	,,	34,998	35,343	...	345	
Paper—						
White or ruled for music	,,	...	2,615	...	2,615	
Paper hangings	,,	...	1,727	...	1,727	
Other kinds	,,	2,303	1,934	369	...	
Raw sugar (French)	,,	944,211	624,730	319,481	...	
Machines (not steam)	Franc	13,693	15,250	...	1,557	
Prepared skins	Kilo.	113	3,896	...	3,783	
Articles in skin or leather	,,	8,814	10,465	...	1,651	
Clocks	Franc	14,050	169,633	...	155,583	
Manufactures—						
Of cast iron	Kilo.	13,575	9,453	4,122	...	
Of wrought iron or in plates	,,	93,604	276,852	...	183,248	
Of copper pure or alloyed	,,	3,554	3,974	...	420	
Of other kinds	,,	1,465	21,962	...	20,497	
Mercery, toys, hardwares	,,	7,009	14,254	...	7,245	
Buttons of all kinds	,,	165	1,930	...	1,765	
Modes (fashionable articles)	Franc	6,000	100	5,900	...	
Musical instruments	,,	177,356	220,707	...	43,351	
Poultry—						
Live	,,	74,444	74,951	...	507	
Dead	Kilo.	78,585	59,796	18,789	...	
Osier in bundles	,,	438,427	290,959	147,468	...	
Fresh vegetables	,,	12,608	12,670	...	62	
Basket work	,,	564,709	506,212	58,497	...	
Raw wool	,,	25,357	19,717	5,640	...	
Sheep and rams	Number	281	170	111	...	
Pigs	,,	607	1,098	...	491	
Furniture and articles in wood	Franc	99,715	192,760	...	93,045	

Rate of Freights per Ton at Calais at the end of the Year 1874.

Description of Freight.	From what Port.													
	London.	Middlesbrough.	Grangemouth.	Gothenburg and Baltic Ports.	Sunderland.	Newcastle.	Blyth.	Fredrickstadt and Sunnestund.	Kragerö.	Risöer.	Porsgrund.	Skien.	Baltic (this side of Stockholm).	Baltic (beyond Stockholm).
	Fr. c.	Fr. c.	Fr. c.	Fr. c.	Fr. c.	Fr. c.	Fr. c.	Fr. c.	Fr. c.	Fr. c.	Fr. c	Fr. c.	Fr. c.	Fr. c.
Wool—														
Pressed	13 75	...	...	...	...	...	...	...	...	...	...	...	...	...
Not pressed	20 60	...	...	...	...	...	...	...	...	...	...	...	...	...
Machines and metal manufactures	21 85	...	...	...	...	...	...	...	...	...	...	...	...	...
Cotton-wool—														
Pressed	12 50	...	...	...	...	...	...	...	...	...	...	...	...	...
Not pressed	15 60	...	...	...	...	...	...	...	...	...	...	...	...	...
Oils	10 00	...	...	...	...	...	...	...	...	...	...	...	...	...
Grain and flour	10 00	...	...	...	...	...	...	...	...	...	...	...	...	...
Other goods of various kinds ...	20 00 to 25 00	...	...	...	...	...	...	...	...	...	...	...	...	...
Cast iron—														
In steamers	...	9 65	11 25	...	...	...	...	...	...	...	...	...	...	...
In sailing vessels...	...	9 65	...	...	...	...	...	...	...	...	...	...	...	...
Iron from Sweden...	...	...	...	10 50	...	...	...	...	...	...	...	...	...	...
Coal—														
In steamers	...	...	...	...	7 50	6 85	...	...	...	...	...	...	...	...
In sailing vessels...	...	...	...	...	10 00	9 35	9 35	...	...	...	...	...	...	...
Wood for building	...	...	...	...	...	...	...	14 00	15 00	15 50	14 50	14 50	23 00 to 24 00	25 00 to 30 00

Return of British Shipping at Calais in the Year 1874.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.								Cleared.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
1,012	65	1,077	172,249	3,439	175,688	14,762	No correct return.	874	210	1,084	139,723	39,534	179,257	14,867	No correct return.

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.								Cleared.							
Countries whence Arrived.	Number of Vessels.			Tonnage.			Number of Crews	Value of Cargoes.	Countries to which Departed.	Number of Vessels.			Tonnage.			Number of Crews	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
								£									
Russia	5	...	5	2,787	...	2,787	97	40,860	Belgium	...	2	2				23	} Nil
United States ...	1	...	1	468	...	468	10	6,260	Norway	...	1	1	...	237	237		
Sweden	1	...	1	99	...	99	6	1,155					...	166	166	6	}
Total	7	...	7	3,354	...	3,354	113	48,275	Total	...	3	3	...	403	403	29	Nil

PASSENGERS between England and France at the principal Channel Ports during the Year 1874.

At what Port.	Number of Passengers Landed.	Number of Passengers Embarked.	Total Passengers.
Calais—			
January	5,791	5,579	11,370
February	5,329	4,784	10,113
March	6,784	7,205	13,989
April	7,584	8,869	16,453
May	8,957	9,794	18,751
June	9,222	8,725	17,947
July	10,992	9,313	20,305
August	13,691	11,763	25,454
September	10,513	12,822	23,335
October	8,546	9,340	17,886
November	6,125	5,654	11,779
December	6,496	5,478	11,974
Total at Calais	100,030	99,326	199,356
„ Boulogne	53,301	57,107	110,408
„ Dieppe	30,334	27,901	58,235
„ Havre	11,227	13,038	24,265
Total at principal French ports	194,892	197,372	392,264
Total at Ostend	22,253	23,242	45,495
General Total	217,145	220,614	437,759

METEOROLOGICAL Observations at Calais during the Year 1874. Three observations taken daily, viz., Morning, Noon, and Night

Month.	Thermometer (Centigrade).			Barometer (in Millimètres).			Rainfall.	
	Maximum.	Minimum.	Mean.	Maximum.	Minimum.	Mean.	Number of Days' Rain.	Amount in Millimètres.
January	Plus 12	Minus 1	Plus 6·73	770	740	757·79	7	89
February	„ 13	„ 8	„ 4·84	771	739	756·82	1	8
March	„ 14½	„ 1	„ 8·44	772	743	760·31	2	52
April	„ 19	Plus 5	„ 12·30	766	737	755·93	3	35
May	„ 30	„ 7	„ 14·53	765	743	756·98	6	58
June	„ 30	„ 12	„ 18·86	769	748	759·44	3	27
July	„ 35	„ 17	„ 24·77	764	750	758·40	3	24
August	„ 28	„ 13	„ 19·60	767	748	757·86	9	41
September... ...	„ 30	„ 12	„ 17·45	766	746	755·83	8	93
October	„ 21	„ 8	„ 13·55	763	741	754·21	6	78
November... ...	„ 16	Minus 4	„ 7·28	769	726	765·24	10	148
December	„ 10	„ 9	„ 3·01	761	726	748·79	12	236
Mean in 1874 ...	...	...	„ 12·61	...	...	757·30	...	...
Total	...	...	...	...	...	...	70	889*

* 889 Millimètres = 35·001 inches.

There were 21 days of frost in 1874, viz., January 18, February 5, 6, 10, 11, 12, 25, March 11, November 25, 26, 27, 28, December 3, 4, 22, 24, 27, 28, 29, 30, 31.

Snow fell on twelve days, viz., on January 17, F ebuary 9, March 10, 11, 12, December 2, 11, 16, 17, 23, 26, 27.

Hail fell on 6 days, viz., January 17, March 10, May 4, 5, November 12, 13.

METEOROLOGICAL Observations at Calais during the Year 1874—Direction of the wind. Four Observations taken daily, viz., at Daylight, Noon, Sunset, and Midnight.

Direction of the Wind.	Number of Observations in 1873.	Number of Observations in 1876.	Remarks.
N.	52	89	
N.N.E.	33	24	Total observations of easterly winds— In 1873 .. 467 1874 .. 422
N.E.	117	166	
E.N.E.	33	29	
E.	86	30	
E.S.E.	48	20	
S.E.	125	124	
S.S.E.	25	29	
S.	77	54	
S.S.W.	73	71	Total observations of westerly winds— In 1873 .. 864 1874 .. 895
S.W.	247	251	
W.S.W.	144	162	
W.	128	116	
W.N.W.	85	91	
N.W.	149	150	
N.N.W.	38	54	
Total of four observations daily throughout the year	1,460	1,460	

DUNKIRK.

Report by Vice-Consul Taylor on the Trade and Commerce of Dunkirk for the Year 1874.

Preliminary Observations.

Dunkirk derives its importance from its proximity to London, its position in the North Sea, and from the fact of its being the chief port of the Department of the Nord.

This Department is said to contribute to the national exchequer one-sixth of the whole taxation of France, and is equally pre-eminent in agriculture and manufactures. In its agricultural character it imports guano, nitrate of soda, and corn; exporting in return, beet-root sugar in vast quantities, apples, potatoes, and other products. In its manufacturing character it requires supplies of jute, hemp, flax, coal, oleaginous seeds, iron ore, and machinery. Of its 1,447,764 inhabitants, 381,730 are engaged in agricultural, and 698,730 in manufacturing pursuits; and of the remaining population, some 17,000 find employment in the coal fields, which are very important and productive.

Lille, the capital, has a population of 160,000, and is one of the busiest centres of industry in France. In and around this city are numerous flax and cotton mills, beet-root sugar refineries, and factories for the extraction of oil from colza, rape, poppy, linseed, &c. Means of communication throughout the Department are excellent, both by land and water. About 350 miles of railway have been constructed, and 280 miles more are projected, or in course of construction. Roads are numerous and good. A network of canals and navigable rivers overspreads the country, connecting the port of Dunkirk with the other principal towns of the Department. Under these circumstances it is not difficult to imagine that the seaport through which the Department of the Nord obtains its supplies of raw material and disposes of its surplus stock of manufactured goods, must be of considerable commercial importance.

Shipping and Navigation.

The shipping returns published annually by the Chamber of Commerce supply the following figures for the last five years:—

Years.	Number of Ships entering and clearing.	Tonnage.
1870	5,708	975,992
1871	6,610	1,135,548
1872	4,938	881,903
1873	6,386	1,313,003
1874	5,589	1,175,708

The above table includes all vessels entering and clearing at this port, with the exception of boats engaged in the coast fisheries.

It will be observed that the number of vessels entering and clearing in 1871 exceeds that of any other year before or since. This is to be attributed principally to the fact that in 1871 vast numbers of small ships laden with provisions for the French armies and the revictualling of Paris arrived here. In the same year many large vessels came to Dunkirk in preference to going to ports either actually occupied or threatened by the Prussians.

In 1872 the shipping interest suffered a severe check, from which it completely recovered in the following year. Comparing the years 1873 and 1874, both the numbers and tonnage are in favour of the former. The falling off in the past year arose from the general dulness of trade, and is not attributable to any special cause.

The number and tonnage of the British ships entering the port of Dunkirk during the past five years is as follows:—

Years.	Number of Ships.	Tonnage.	Crews.
1870	1,189	254,821	..
1871	1,558	273,123	13,806
1872	965	178,658	..
1873	1,517	327,827	16,763
1874	1,278	306,843	14,823

Of the five years detailed above, 1871 and 1873 show the greatest number of ships, and 1873 and 1874 the largest amount of tonnage. Most of the small vessels which arrived in 1871 with provisions for Paris were English. The increased tonnage in 1873 and 1874 is accounted for by the increase in the number of large steamers from Black Sea ports, and large sailing vessels from South America.

The next table shows the number of British steamers and sailing vessels respectively entered inwards in 1871:—

Ships.	Number.	Tonnage.	With Cargoes.	Ballast.	Crews.
Steamers	550	157,278	530	20	8,430
Sailing	1,008	115,845	971	37	5,376
Total	1,558	273,123	1,501	57	13,806

The British steamers and sailing vessels entered inwards in 1874 were as follows:—

Ships.	Number.	Tonnage.	With Cargoes.	Ballast.	Crews.
Steamers	764	231,087	701	63	11,619
Sailing	514	75,756	451	63	3,204
Total	1,278	306,843	1,152	126	14,823

Comparing the two years, the result is 280 vessels less in 1874, and an increase in the tonnage of 33,720 tons, and an increase in the number of sailors of 1,017 in the latter year over the former. It is

also noticeable that in 1874 the proportion of steamers to sailing vessels is completely reversed, from which it is evident that the former are rapidly superseding the latter.

The Port of Dunkirk.—The port of Dunkirk consists of—1st, an entrance canal 800 metres in length, bordered by wooden piers on both sides; 2nd, an outer port 650 metres in length, surrounded by wooden stockades; 3rd, a port in which vessels may anchor, 670 metres in length, and with quays 900 metres in extent; 4th, three docks, named respectively Bassin du Commerce, de la Marine, and de l'Arriere port. The depth of water on the bar is 17 feet to 17 feet 6 inches at spring tides, and with a west wind this is increased to 18 feet. At neap tides the normal depth is only 12 feet to 12 feet 6 inches, which increases to 13 feet with west winds. The entrance canal, outer port, and docks cover an area of 45 acres; the quays are 2,450 metres in length, and the extent of quay available for goods is about 76 acres. Various sums of money have been granted by the French Government at different periods to effect improvements in the port. From 1862 to 1869 the sum of 3,400,000 fr. was expended, and from 1869 to 1874 about 4,600,000 fr. In September, 1874, the first stone of a new floating dock was laid amid the general rejoicing of the inhabitants of Dunkirk, but unfortunately little has been done since towards carrying on the work. The great danger to which the port is exposed arises from the nature of the coast, which is a succession of sand banks for miles on either side. The action of the wind and tide drives the sand into the entrance canal, and if means were not constantly employed to counteract this, the effect would be disastrous indeed. A dredging machine was employed during the greater part of the year 1872, and it is much to be regretted that it was not continued in use up to the present time. Recently it has been decided to call its services once more into requisition. At the same time it should be mentioned that sluices have been constructed to assist in preventing the accumulation of sand, and these have produced some considerable effect. The authorities appear to be fully alive to the necessities of the case, and assert that when the improvements are completed the port of Dunkirk will be one of the safest and best in France. In concluding my remarks under this head, I may mention that the want of a graving dock is a great subject of complaint amongst English shipowners.

Sailors and Discipline.—During the year 1874, 1,507 sailors were discharged, engaged, or reported as deserters. The guano and nitrate of soda ships from South America, as a general rule, discharge their crews here, and of the men so discharged most are fine sailor-like fellows, who give very little trouble. It is far otherwise with the crews of ships arriving from Canada and the United States. Cases of desertion from these ships are more frequent than from any other, and the cause is plain. A man engaged in New York receives a month's wages in advance, and 5 dol. for what is called "blood money." The voyage to Dunkirk perhaps occupies four weeks, and so at the time he arrives here there are no wages due to him. Having, therefore, no inducement to remain by his ship, and knowing that he will have no difficulty in getting employment at Antwerp, he betakes himself thither on the first opportunity.

The men employed on steamers give more trouble than any other class of sailors, and I am frequently called upon to arbitrate in quarrels between captains and their crews, or between the individual members of a crew. Insubordination, drunkenness, and fighting are their chief offences. Generally speaking, these men are as much physically as they are morally inferior to the conventional type of an English sailor. Of

the men engaged here there is little to be said beyond the fact that they are mostly Frenchmen, who make a trade of taking English vessels by the run to England. This is a profitable employment. A run to the Tyne is usually about 3*l.* 10*s.*; to Shields, 3*l.* 10*s.*; to Leith, 4*l.* 10*s.*; and to Newport, 4*l.* 5*s.* Desertions take place, as has already been remarked, chiefly from ships coming from the United States and Canada. To diminish the number of these, the system of engagement as practised on the other side of the Atlantic must be modified. The money-order system is more widely appreciated every year. In 1871 the number of orders issued was 280, and the amount 2,528*l.* 6*s.* 10*d.*; in 1874 the number was 349, and the amount 4,458*l.* 11*s.* 5*d.*

Trade and Commerce.

Imports.—The importations of wood, iron-ore, nitrate of soda, guano, petroleum, barley, ground nuts, and coal, have greatly increased during the past year, as compared with 1871. This year is selected for comparison with 1874, as, owing to exceptional circumstances, it was, in many respects, one of the most successful years that the trade of Dunkirk has ever known. The following table shows the quantity of the merchandize specified below, imported into Dunkirk during the years 1871 and 1874.

Description.		Quantity.	
		1871.	1874.
Jute	Kilos. ..	8,847,000	10,258,000
Iron ore	„ ..	7,754,000	34,937,000
Nitrate of soda	„ ..	690,000	26,197,000
Guano	„ ..	20,330,000	30,938,000
Petroleum	„ ..	3,870,000	4,269,000
Barley	„ ..	37,555,000	62,306,000
Molasses	„ ..	12,208,000	3,389,000
Seed	„ ..	74,429,000	55,274,000
Ground nuts	„ ..	5,941,000	6,529,000
Coal	„ ..	18,173,000	164,982,000
Machinery	„ ..	1,385,000	1,940,000
„	{Value in francs}	1,297,000	1,845,000
Rough wood	Cubic metres	900	4,700
Planks of more than 3½ in. thick ..	Number ..	2,900	7,300
„ less than 3½ „ ..	„ ..	3,282,000	6,789,000
Spars	„ ..	82,000	600

Jute.—The annual importations of jute during the past four years were as follows:—

Years.	Imports.
	Kilos.
1871	8,847,000
1872	13,685,260
1873	15,265,140
1874	10,258,000

On the termination of the war between France and Germany, the demand for manufactured jute greatly increased and the jute mills were in full work. The profits at that time were so very large that many private individuals were induced to invest their savings in this branch of trade. This prosperity lasted till the spring of 1874, when the trade began to decline rapidly, and profits dwindled away to next to nothing. The cost of production being somewhat less here than at Dundee our spinners are able to export to Dundee with a small profit. During the past year, however, they could not avail themselves of this advantage to any extent, owing to the extreme dullness of the Scotch market. Latterly production has been reduced as much as possible short of the actual stoppage of the mills. The six jute mills still in operation in Dunkirk and its immediate neighbourhood, consume, when in full work, some 220 tons of jute per week. Unless a change for the better takes place within a short period from the present time, most of these mills will be obliged to stop work, as it will be impossible for them to continue at the present unremunerative prices.

Iron Ore.—The demand for iron ore in the Department of the North is greatly on the increase. Porman in Spain, Bone in Algiers, and Norway, are the chief sources of supply. The principal consumers are the Compagnie des Mines d' Anzin, at Denain.

Wood.—The importation of pine wood from the ports of Koge, Sannesund, Skulskar, Hritsen, Gotenburg, Sprangviken, Sandvick, Normaling, and Utrik, in Norway, affords employment for some 200 sailing vessels annually. These vessels, which are invariably of Norwegian and Swedish nationality, vary in tonnage from about 250 to 500 tons, and are mostly old wooden ships of comparatively little value. The wood imported is chiefly sawn, only a small quantity being brought in the rough or in the shape of spars. The demand for wood is very considerable in the Departments of the North, the Pas de Calais, and the Somme.

Coal.—The production of the coal mines in the Department of the North amounts to nearly 2,750,000 tons annually, and the consumption to over 3,500,000. The deficiency of 750,000 tons is vastly increased by the exportation to the neighbouring Departments. To make up this deficiency, Belgian and English coals are imported largely. The Belgian coal comes chiefly from the mines near Mons and Charleroi. It is inferior in quality to, and 4 fr. to 5 fr. per ton cheaper than that obtained from England. English coal, from its superior quality, is in great demand, and the importation is likely to increase rather than to diminish. Steam vessels, which are gradually absorbing this branch of trade, arrive here frequently laden with coals from Sunderland, Newcastle, Shields, and Seaham. Notwithstanding the increased importation during the past year, the stock of coals at Dunkirk at the present time is not large.

Exports.—The exports from the port of Dunkirk include a great variety of articles, such as ashes, bags, chemicals, glass, leather, nails, oils, paper, rags, wine, and glucose, but, as these are of no great value the exports of jute and linen yarns, beetroot-sugar, apples and potatoes, alone are mentioned in the following table.

Description.	Quantity.	
	1871.	1874.
	Kilos.	Kilos.
Jute yarns	2,188,758	1,496,742
Flax ,, ...	1,126,660	1,183,266
Beet root sugar	73,108,000	75,415,023
Apples	2,138,000	6,078,000
Potatoes	5,234,000	25,957,000

Jute Yarns.—The export of jute yarns in 1874 compared with 1871, show a decrease of 692,016 kilos. As the year 1871 was one of great depression in the jute trade, the falling off in the past year is the more remarkable. At the present time there is little or no demand for jute yarns, nor is there any immediate prospect of a revival of the trade.

Beetroot Sugar.—During the last four months of 1874 and the month of January of the present year, the exports of beetroot sugar from the whole of France amounted to 100,351 tons. Nearly one-half of the sugar exported passes through Dunkirk. In the corresponding months of 1873–4, the exportation did not exceed 35,000 tons. As the French beet-root sugar manufacturers enjoy bounties which enable them to dispose profitably of their sugar in other countries at lower prices than they could obtain at home, it is not surprising that the exportation of this article has increased so much.

Potatoes.—Great quantities of potatoes are produced in the neighbourhood of Dunkirk. The soil is well suited for their cultivation, and the yield is usually very good both in quality and quantity. Last year the crop was excellent and entirely free from disease. Of the 25,957 tons exported during 1874, by far the greater part went to London.

Fisheries.

Coast Fisheries.—The coast fisheries are important and valuable, as will appear from the following statement:—

Years.	Amount of Fish obtained.	Value.
	Kilos.	Francs.
1870	577,500	577,490
1871	863,600	863,626
1872	892,800	892,791
1873	822,100	822,123
1874	860,000	860,973

Most of the fish caught is sent to Lille and Paris. The kinds obtained are chiefly soles, plaice, whiting, turbots, and various coarser sorts which find a ready sale amongst the poorer inhabitants of Dunkirk and its neighbourhood. Foreign fishermen putting into Dunkirk from stress of weather are not allowed to sell their fish except in sufficient quantities to buy food.

Iceland Fisheries.—The vessels engaged in the Iceland cod fisheries leave Dunkirk at the end of February or commencement of March, and return in September. Experienced French fishermen maintain that

their English rivals are wiser in going to Iceland later in the season. An Iceland ship, as fitted out at Dunkirk, is supplied with biscuits, potatoes, salt pork, beans, and peas, and an ample supply of water. When engaged in the fisheries, the men subsist chiefly on the above, with the addition of the heads of the fish they catch. All vessels carry with them a medicine chest, but this, in cases of emergency, often proves of very little importance. In 1872, the smallpox broke out in the Iceland fleet, and many poor fellows died for want of proper care. The Government sends out a vessel every year to cruize in the neighbourhood of Iceland. Its object is twofold, to preserve discipline amongst the fishermen, and to take care of those who may fall ill. Boats which have sick men on board, hoist their flags as a signal to the hospital ship. The profits of the Iceland fisheries, to the ordinary sailors, are not very extensive considering the hard life they lead, and the risks they run. In a good year, and when employed in a large vessel, a sailor will earn from 1,000 fr. to 1,100 fr., and the captain of the same class of vessel will gain about 3,000 fr. Sailors on engagement receive an advance note of 100 fr., an engagement fee of 50 fr., and are paid 15 fr. per last for the fish they catch. A last is equal to 14 barrels on board, and twelve when repacked, and a large ship obtains from 60 to 68 lasts in the season. The fish caught vary in size from two pounds up to as much as sixty, and as a rule, some 800 codfish are required to make two barrels of oil. Towards the end of the season, the same number of fish yield some two and a half barrels of oil. The profits of the fisheries to the owners of the vessels engaged, are sometimes very considerable. Last year a vessel of 157 tons, which cost 21,000 fr. to equip and maintain throughout the season, returned to its owners a net profit of 30,000 fr. Casualities, of course, are not unfrequent, but last year appears to have been unusually free from them, as only one vessel is reported to have run on shore, and no lives were lost. Particulars of the number of vessels, crews, &c., of the Iceland fleet during the past three years are given in the following table :—

Year.	Number of Vessels.	Tonnage.	Crews.	Amount of Codfish.	Amount of Oil.
				Kilos.	Kilos.
1872 ..	126	11,782	1,859	4,506,742	503,031
1873 ..	114	11,236	1,742	4,783,619	530,192
1874 ..	123	10,794	1,863	5,449,145	553,926

The year 1874, with respect to the fish and the oil obtained, was one of the most successful that has been known during the last fourteen years.

Agriculture.

The harvest in 1874 was extremely good in the district around Dunkirk, in fact, one of the best that has been known for many years. In consequence of the good yield of wheat, the average price since the last harvest has been about 1 fr. 50 c. per hectolitre less than in the preceding season. Barley, on the contrary, although a good yield, has not varied in price, 16 fr. per hectolitre being quoted as the average price in 1873 and 1874.

There have been no cases of cattle plague in this district during the past year, but recently the "fièvre aptheuse ou cocotte" has raged with some violence amongst cattle, pigs, and sheep. Of late years, the

supply of farm horses has fallen off in the arrondissement of Dunkirk. To meet this difficulty, it is proposed to offer prizes annually for the best entire colts of eighteen months. The proprietor in order to obtain a prize must enter into an engagement to keep his colt entire for at least two years after the date at which the prize is awarded.

Public Works.

The fortifications which have been in execution for some time, are now rapidly approaching completion, particularly on the western side of the port. On the eastern side, owing to the nature of the soil, much remains to be done. By the removal of the old ramparts, a large space is set free for building purposes, and whatever may be the value of the new defences from a military point of view, the inhabitants of Dunkirk have reason to look upon their erection with great satisfaction. Formerly the town was squeezed tightly within its ramparts and ditches, and as the population increased, the want of house room was severely felt, especially by the working classes, who had to make their homes in cellars as best they could. As now a large space is available for building purposes, it is to be hoped that proper accommodation may be provided for those who stand in need of it.

The foundations of a new railway station were laid during the course of last year, and the work is now progressing rapidly. The need of this building was very much felt, owing to the junction of the Furnes or Belgian Railway to the Chemin de Fer du Nord, and the consequent great increase of traffic at the old station belonging to this latter railway.

Of the projected improvements, the proposal to erect a kursaal near the breakwater, and an attempt to establish a line of tramways from Dunkirk to Rosendael, a commune close to the town gates, may receive a passing notice. A kursaal is not likely to succeed here owing to the shortness of the summer season, and the want of a tramway is scarcely felt at present.

The railway to Calais now in course of construction, progresses but slowly, and although it is stated that it will be completed in the course of next year, the present condition of the work does not appear to warrant the statement. When opened it will prove a great boon to English residents in Dunkirk, as it will shorten the journey to London by about two hours, but as a commercial speculation it cannot be a success.

Dunkirk, April 10, 1875.

GEORGIAN & SOCIETY ISLANDS.

Report by Consul Miller on the Trade and Navigation of Tahiti, and of the Society or Leeward Islands, for the Year 1874.

TAHITI AND ITS DEPENDENCIES.

Trade and Commerce.

Exports, Imports, Domestic Trade.—No complete official returns of the trade of this country have of late years been published, but from such information on the subject as it has been possible otherwise to procure, it would appear that the total amount of the foreign trade of this place in the year last past did not greatly vary from that of the year preceding.

Imports.—The invoice value of the imports at Tahiti in 1874, from all countries, South Sea Island products only excepted, may be approximately estimated at about 125,000*l.*

Of the goods so valued, a considerable quantity, not comprised in the subjoined statement of exports, is re-shipped hence for the surrounding islands (independent groups, as well as Tahitian dependencies), from which are received here in return the native products that, as before observed, do not figure in the above valuation of imports.

The description of foreign merchandise imported continued about the same as stated in the writer's commercial report, dated April 10, 1872.

Exports.—The following is an approximate statement of the exports from Tahiti in 1874, of Tahitian and all other island products, with their value according to the average wholesale prices during the year.

Articles exported.		Quantities.	Value at Tahiti.
			£
Cotton (clean)	Lbs.	887,400	36,302
Cotton seed	Tons	642	899
Coprah (dried cocoa-nut kernels)	„	1,682	20,191
Cocoa-nut oil	Tuns	311	11,190
Pearl shells	Tons	410	20,530
Maava shells (turbo margaritaceus)	„	296	1,480
Fungus (edible, for China)	„	152	7,599
Oranges	Number	4,969,000	6,460
Cocoa-nuts	„	185,000	555
Lime juice	Gallons	7,506	374
Bancoub nuts	Tons	18	216
Biche-de-mer (tripang)	Lbs.	5,346	58
Total	..	..	105,855
Vanilla, arrowroot, logs of tamanu, and other timber, pearls, &c.	Estimated Value	..	4,145
Approximate total value of exports of island products in 1874	..	..	110,000

Of the above exports of island products, the greater proportion of cotton, besides the oranges, and a part of the fungus, lime juice, &c., were the produce of Tahiti itself.

The coprah, cocoanut oil, and pearl shells came chiefly from the Paumotu or Low Islands (dependencies of Tahiti).

A portion also of these exports consisted of native products collected and brought here from the French possession of the Marquesas, or from neighbouring independent groups, such as the Society or Leeward Islands, the Hervey Group, &c.

The principal ports of destination of the exports in question were, Liverpool, Auckland N Z., Hamburg, Valparaiso, and San Francisco.

The trade in inland produce appears to be the most lucrative branch of business carried on by the mercantile houses established at this place, and they keep a number of schooners constantly employed in collecting such produce, and bringing it here, chiefly for transhipment, although Tahiti itself consumes a considerable quantity of live stock, and other provisions and supplies, obtained from the surrounding groups of Islands.

Average of Exports.—The exports of Island products from hence having risen materially in importance, the two following returns, illustrating the growth of this trade since the year 1875, may be found interesting:—

I.—Approximate average annual value, for each period of five years between 1845 and 1874, of all kinds of South Sea Island products exported from Tahiti, calculated according to prices free on board.

Years.	Value.
	£
1845 to 1849	8,442
1850 1874	17,746
1855 1859	18,396
1860 1864	26,889
1865 1869	75,000
1870 1874	98,000

II.—Approximate quantities of the principal South Sea Island products exported annually from Tahiti, from 1845 to 1874.

Years.	Cocoa-nut Oil.	Pearl Shells.	Oranges.	Cotton.	Fungus.	Coprah.
	Tuns.	Tons.	Number.	Lbs.	Tons.	Tons.
1845 ..	171	324	..	..	It seems that the exportation from Tahiti of Fungus (edible, for China) commenced about the year 1866.	Previously to 1870, there does not appear to have been any regular exportation from Tahiti of Coprah, or dried cocoa-nut kernels.
1846 ..	135	210	..	..		
1847 ..	144	160	..	..		
1848 ..	220	212	..	..		
1849 ..	341	259	15,000	..		
1850 ..	194	178	373,000	..		
1851 ..	193	340	3,043,000	..		
1852 ..	235	589	6,670,000	..		
1853 ..	198	649	1,951,900	..		
1854 ..	228	266	3,497,000	..		
1855 ..	172	250	3,979,000	..		
1856 ..	410	204	3,143,000	..		
1857 ..	321	272	2,229,000	..		
1858 ..	182	160	2,402,000	..		
1859 ..	167	457	3,660,000	..		
1860 ..	381	279	1,314,000	..		
1861 ..	520	232	2,610,000	..		
1862 ..	800	175	2,990,000	..		
1863 ..	424	25	3,846,000	..		
1864 ..	476	12	4,948,000	..		
1865 ..	509	117	3,314,000	120,000		
1866 ..	no returns	no returns	no returns	400,000	returns incomplete	
1867 ..	„	„	„	700,000	„	
1868 ..	690	420	3,700,000	750,000	70	
1869 ..	no returns	no returns	no returns	no returns	no returns	
1870 ..	„	„	3,500,000	685,000	„	returns incomplete
1871 ..	„	300	3,200,000	650,000	„	„
1872 ..	„	no returns	no returns	no returns	„	„
1873 ..	420	328	4,505,000	850,000	135	1,368
1874 ..	311	410	4,969,000	887,400	152	1,682

Average Value of Imports.—On the other hand, the following table shows approximately the average annual invoice value of the imports of foreign merchandise at Tahiti, during each of the six periods corresponding to those for which the average annual value of exports is above given.

Years.	Value.
	£
1845 to 1849	75,000
1850 1854	85,000
1855 1859	91,000
1860 1864	76,000
1865 1869	100,000
1870 1874	113,000

Domestic Trade.—The importance of this trade has continued to be hitherto much the same as described in the commercial report from this consulate, dated April 10, 1872; it however remains to be seen how it will be affected by a recent measure opening, from the 1st of January,

1875, to the direct importation and exportation of merchandise, the port of Anaa, which is the principal one in the Tahitian dependencies known as the Paumotu or Low Islands, where previously no port was open to foreign trade, and which islands, as before seen, mainly furnish the coprah, cocoanut oil, and pearl shells brought heretofore for exportation to Tahiti in coasters, in return for goods supplied from the local market.

Market Prices.—The extremely high prices in general of all articles of import, as well as of almost all kinds of provisions of local consumption, mentioned in previous reports, still prevail without abatement.

Tariffs and Trade Laws.—The duty termed "octroi de mer," levied latterly at the rate of 10 per cent. on the invoice value of imports, is to be charged during the year 1875 at the increased rate of 12 per cent. *ad valorem*, spirits being now liable, in addition to a specific duty equivalent to about 2*s.* 6*d.* per gallon.

The only articles exempt from this octroi duty, which is applicable to imports generally without distinction of origin or flag, are the following, namely—machines for agricultural purposes, machine tools for working wood or metals, fire engines, diving apparatus, and all engines intended for use in the pearl fishery, or in the culture of the pearl oyster beds; also bullocks, cows, sheep, goats, pigs, and poultry; stallions; provisions and supplies for the public service; school books and stationery, purchased out of the Government annual school subsidies; and lastly, the clothing and effects composing the wardrobe of travellers at the time of their arrival.

The warehousing or entrepôt system, and likewise the scale of duties chargeable under it, as also the rate of duty payable on transhipments, remain the same as stated in the writer's commercial report for the year 1873.

Pearl shells (but no other articles) continue liable to duty on exportation; indeed, this duty, which is styled "droit de chargement," has been raised from 8*s.* to 1*l.* 12*s.* per ton since the 1st of January, 1875, and is besides now chargeable on all pearl shells exported from this country, whether the produce of Tahitian dependencies (the Paumotu or Low Islands) or fished elsewhere.

The impost in question forms part of a system that was established last year with a view to check the taking of undersized shells of comparatively small value from the pearl oyster banks, as well as for otherwise regulating the pearl oyster fishery at the Paumotu Islands, and for preserving the beds from exhaustion.

Rates of Exchange upon England.—The prevailing rate has continued to be 25 fr. per 1*l.* sterling.

Shipping and Navigation.

British Shipping.—The subjoined table gives the total amount of British shipping that arrived in each of the last five years at Papeete, where, as the chief port and capital of Tahiti and dependencies, nearly all the foreign trade and navigation of the country is either carried on or reported.

Year.	Number of Vessels.	Tons.	Crews.	Invoice value of Cargoes.
				£
1870	22	3,760	190	52,200
1871	25	4,128	217	49,865
1872	19	3,833	206	52,040
1873	21	4,142	206	36 590
1874	18	2,809	174	42,092

Foreign Shipping.—The following statement shows the respective amounts of the different foreign tonnage that made entry at the port of Papeete, in each of the same five years, in every description of trade.

Nationality of Shipping.	1870.	1871.	1872.	1873.	1874.
	Tons.	Tons.	Tons.	Tons.	Tons.
Tahitian	6,512	7,706	8,431	10,048	10,660
French	3,248	1,367	2,671	1,947	2,827
American (U.S.)	5,109	5,321	4,349	3,971	5,727
German	151	410	970	710	1,360
Swedish	490	...	...	...	...
Italian	...	150	...	...	...
Columbian	...	...	...	180	...
Guatemala	227	...	...	...	154
Sandwich Islands	398	768	483	879	483
South Sea Islands	1,254	989	698	245	554
Total	17,389	16,711	17,602	17,980	21,765

British and Foreign Shipping, and Coasters.—The following is a summary of the shipping of all countries (British shipping included) that came annually to the port of Papeete during the five years, from 1870 to 1874 :—

Years.	Ships engaged in the Direct and Indirect Foreign Trade, exclusive of whalers.		Whaling Ships.		Ships employed in the Coasting Trade of Tahiti and its Dependencies.		Total of Trading and Whaling Ships of all Nations that entered in each Year.	
	Vessels Entered.	Tons.	Vessels Entered.	Tons.	Vessels Entered.	Tons.	Number of Vessels.	Tons.
1870 ...	140	17,067	1	181	134	3,901	275	21,149
1871 ..	140	15,365	2	351	161	5,123	303	20,839
1872 ...	123	15,470	3	873	148	5,092	274	21,435
1873 ...	147	16,344	1	85	142	5,693	290	22,122
1874 ...	153	18,843	...	...	123	5,731	276	24,574

The coasters above enumerated, all Tahitian—that is to say, all of them vessels wearing the French Protectorate flag—were principally employed in trading with Paumotu or Low Islands, the trade between Tahiti and which, or any other of its dependencies, is not open to foreign shipping.

In order to afford a general view of the navigation of Tahiti during the period for which its imports and exports have been above given, a table is now submitted, showing the number and tonnage of the shipping of all nations that entered the port of Papeete in each year, from 1845 to 1874.

Years.	Whaling Ships.		Other Merchant Vessels, including Coasters.		Total of Arrivals at Papeete of Shipping of all Nations.	
	Number of Vessels Entered.	Aggregate Tonnage.	Number of Vessels Entered.	Aggregate Tonnage.	Vessels	Tons.
1845	48	16,726	181	13 346	229	30,072
1846	48	16,400	153	17,247	201	33,647
1847	20	6,774	166	15,187	186	21,961
1848	14	4,941	165	13,708	179	18,649
1849	23	7,662	153	11,041	176	18,703
1850	40	13,986	196	21,774	236	35,760
1851	25	10,202	249	27,246	274	37,448
1852	23	9,469	175	18,225	198	27 694
1853	28	11,080	165	21,707	193	32,787
1854	30	10,732	171	24,668	201	35,400
1855	23	8,695	160	20,323	183	29,018
1856	13	4,881	142	13,400	155	18,281
1857	17	7,708	138	9,856	155	17,564
1858	19	6,972	135	11,494	154	18,466
1859	11	4,280	154	13,220	165	17.500
1860	5	1,721	140	11,041	145	12,762
1861	5	1,786	164	8,532	169	10,318
1862	4	1,622	155	12,136	159	13,758
1863	8	2,699	178	13,751	186	16,150
1864	4	1,402	237	13,766	241	15,168
1865	1	400	292	19,059	293	19,459
1866	2	679	363	36,296	365	36,975
1867	1	406	314	23 097	315	23,503
1868	4	1,443	302	19,523	306	20,966
1869	2	525	296	20.713	298	21,238
1870	1	181	274	20,968	275	21.149
1871	2	351	301	20,488	303	20,839
1872	3	873	271	20 562	274	21,435
1873	1	85	289	22,037	290	22,122
1874	..	..	276	24,574	276	24,574

Charges on Shipping. Ports, Lighthouses, &c.—Under these heads there is no change to note since the last commercial report from this consulate.

Agriculture.

No agricultural statistics have been published for some years past, and the information procurable on this head from private sources is extremely scanty. The only cultivation in this quarter that has, however, as yet become extensive enough to be of any general interest, is that of cotton, and the quantity exported last year will have been seen by the foregoing returns to have been fully as great as in the best years preceding.

Population. Public Works.

There is nothing new to add to the information that was afforded on these heads in the writer's report for 1873.

SOCIETY, OR LEEWARD ISLANDS.

These islands, though not under the French Protectorate, continue to draw their foreign supplies almost exclusively from the market of Tahiti, which in return takes from them nearly all their exports, of which the principal ones are coprah, cotton, and fungus (all three on the increase).

Papeete, Tahiti, January 30, 1875.

GERMANY.

STETTIN.

Report by Consul Blackwell on the Trade and Commerce of Stettin, for the Year 1874.

I. Shipping and Navigation.

The total tonnage of British vessels arrived at Stettin in 1874 was, as shown by the following table, 11,676 tons, or 5·65 per cent. less than in 1873; but 56,563 tons, or 40·86 per cent. more than the average of the preceding ten years.

The tonnage of British vessels that left Stettin in ballast was greater than in any preceding year, being 67·74 per cent. of the total tonnage entered. Most of the steamers that left in ballast obtained freights at Russian Baltic ports, thus, in 1874, 92 British steamers—total burden 50,724 tons—arrived at Stettin with cargoes of rye from Russian ports on the Baltic.

At Swinemünde the total tonnage of British vessels was 37,920 tons, or 98·11 per cent. more than in 1873, and 26,603 tons, or 53·24 per cent. more than the decennial average. The total at both ports being 26,244 tons, or 10·69 per cent. more than in 1873, and 83,166 tons, or 44·15 per cent. more than the average of the preceding ten years.

NUMBER, Tonnage, &c., of British Vessels arrived at Stettin and Swinemünde from 1864 to 1874 inclusive.

Arrived at	Description of Vessels.	Decennial Average, 1864-73 inclusive.			1873.			1874.		
		Number of Vessels.	Tonnage.	Number of Crews.*	Number of Vessels.	Tonnage.	Number of Crews.*	Number of Vessels.	Tonnage.	Number of Crews.*
Stettin	Steamers	207	105,944	3,728	298	170,583	5,561	289	164,332	5,339
	Sailing vessels ..	286	32,474	1,407	304	36,074	1,482	267	30,649	1,309
	Total	493	138,418	5,135	602	206,657	7,043	556	194,981	6,648
Swinemünde ..	Steamers	39	22,517	760	43	25,920	813	109	66,409	2,112
	Sailing vessels ..	112	27,450	846	48	12,730	365	36	10,161	289
	Total	151	49,967	1,606	91	38,650	1,178	145	76,570	2,401
	Total	644	188,385	6,741	693	245,307	8,221	701	271,551	9,049

LEFT Stettin in Ballast.

	Number of Vessels.	Tonnage.	Per cent. of the Total Tonnage entered.
Decennial Average, 1864-73	152	50,226	26·28
1873	350	132,204	63·97
1874	349	132,078	65·74

All the vessels arrived at Swinemünde left that port in ballast, except in 1874, a steamer of 668 tons, chartered by the Baltic Lloyd Steam Navigation Company, to convey emigrants to Hamburg, there to be shipped for New York.

* Exclusive of masters.

NUMBER and Tonnage, in Prussian Lasts, of all Seagoing Vessels, except Coasting Craft entered at Swinemünde from 1864 to 1874 inclusive.

Nationality of Vessels.	Decennial Average, 1864-73, inclusive.		1873.		1874.	
	No. of Vessels.	Lasts.	No. of Vessels.	Lasts.	No. of Vessels.	Lasts.
German ..	1,434	145,957	1,478	178,013	1,463	168,170
British	641	114,444	692	151,252	701	191,465
Swedish and Norwegian ..	313	23,244	522	56,412	361	52,646
Danish	232	11,817	317	31,216	279	31,292
Dutch	108	11,038	116	11,927	74	8,649
Russian ..	28	3,328	73	9,401	38	5,677
American, U.S.	4	1,526	10	2,962	10	3,569
French	13	1,010	8	763	19	1,485
Belgian ..	2	268	..	..	3	1,034
Italian			..	..	1	146
Austrian ..			..	..	..	..
Spanish ..			..	..	..	..
Total ..	2,775	312,632	3,216	441,946	2,949	464,133

Of the vessels entered at Swinemünde there arrived at Stettin :—

Decennial Average, 1864-73, inclusive.		1873.		1874.	
Number of Vessels.	Lasts.	Number of Vessels.	Lasts.	Number of Vessels.	Lasts.
2,340	234,782	2,748	374,395	2,943	379,550

II. TRADE AND COMMERCE.

The following tables contain, with the exception of specie, a specification of all articles imported and exported by sea in the years mentioned, from and to foreign countries, that is to say—from and to Great Britain and other (foreign) countries, including, under the latter, Hamburg and Bremen, which, not being within the German Customs' Union — Zollverein — may in this respect be regarded as Foreign States :—

IMPORTATION of Specie from Denmark.

	Value. Dollars.
1873	1,116,000
1874	23,250

Imports.

Goods rated by Weight in Centals.

Articles.	1874.			Total, 1873.
	From Great Britain.	From other Countries.	Total.	
Coal	1,584,731	2,647	1,587,378	1,301,663
Iron—				
Pig and old	955,580	19,387	974,967	1,654,720
Bar and wrought iron, steel	38,000	59,849	97,849	260,548
Rails	297	22,600	22,897	310,116
Pipes, chains, &c.	67,202	1,195	68,397	169,437
Coarse iron wares	43,560	14,008	57,568	252,859
Machines	92,093	37,899	119,992	157,332
Copper and other metals	31,931	27,875	59,806	36,738
Slate	203,607	12,728	216,335	272,231
Cement	3,556	8,863	22,419	72,770
Soda, potash	362,436	43,133	405,769	429,186
Chemical products	109,129	39,455	148,584	131,313
Rosins	24	214,401	214,425	206,449
Tar, asphalt, &c.	75,958	13,850	89.808	98,400
Dye woods and stuffs	4,451	23,696	28,147	39,305
Seeds	12,950	114,910	127,860	144,162
Oils	124,941	77,773	202,714	262,534
Petroleum	..	570,241	570,241	748,722
Tallow, grease, train oil	7,520	100,566	108,086	116,767
Hides, hair, &c.	111	6,463	6,574	10,116
Rice	110,348	89,878	200,226	141,413
Coffee	40,901	94,085	134,986	128,438
Tea	79	29	108	816
Spices	8,875	263	9,138	8,585
Sugar and molasses	11,585	6,644	18,229	13,885
Fruit (southern)	4,584	13,004	17,588	18,088
Salted meat, chiefly bacon	7,429	40,587	48,016	130,912
Lard	6,842	183,055	189,897	294,782
Flax, hemp, &c.	4,902	23,035	27,937	16,020
Cotton	57,552	3,343	60,895	26,604
Yarns	82,344	186	82,530	94,625
Manufactures	19,032	5,465	24,497	21,838
Divers	205,635	615,182	820,817	1,196,163
Total centals	4,278,385	2,476,295	6,754,680	8,767,037
Equal tons	110,539	121,859	332,398	431,426

Liquids rated by Weight reduced to Imperial Gallons.

Articles.	1874.				Total, 1873.
	From Great Britain.	From France.	From other Countries.	Total.	
Wine	11,613	595,416	123,216	730,245	1,108,080
Vinegar	..	1,434	133	1,567	1,482
Spirits	34,670	115,280	127,360	277,310	158,670
Beer	37,664	8	648	38,320	38,272
Total gallons	83,947	712,138	251,357	1,047,442	1,306,504

Corn rated by Weight reduced to Imperial Quarters.

Articles.	1874.			Total 1873.
	From Russia.	From other Countries.	Total.	
Wheat	4,852	2,495	7,347	45,718
Rye	877,490	537	878,027	780,801
Barley	292	2	294	149
Oats	197,593	13,382	210,975	14,619
Total quarters	1,080,227	16,416	1,096,643	841,287

Goods variously rated.

Articles.		1874.				Total 1873.
		Great Britain.	Norway and Sweden.	Other Countries	Total.	
Herrings	Barrels ...	253,079	127,670	34,368	415,117	355,162
Timber	Lasts ...	...	987	97	1,384	15,046
Bricks	Number ...	1,070,200	...	200	1,070,400	3,160,752
Live stock	Head ...	687	...	77	764	865

Exports.

Goods rated by Weight in Centals.

Articles.	1874.			Total, 1873.
	To Great Britain.	To other Countries.	Total.	
Zinc	142,640	95,533	238,173	138,782
Cement	..	88,309	88,309	31,192
Chemical products	1,491	132,966	134,457	115,624
Seeds..	20,955	95,346	116,301	277,146
Oils	126,562	7,975	134,537	127,920
Flour..	29,517	137,877	167,394	139,079
Potatoes	16,000	497,870	513,870	615,186
Peas and beans	2,162	21,226	23,388	125,243
Sugar and molasses	948	136,059	137,007	104,988
Coarse iron wares	1,215	16,004	17,219	14,177
Machines	675	64,626	65,301	57,275
Manufactures	174	43,742	43,916	18,546
Divers	62,907	488,300	551,207	500,138
Total centals	405,246	1,825,833	2,231,079	2,265,296
Tons	19,942	89,849	109,791	111,475

TIMBER rated in measured Lasts.

Articles.	1874. To Great Britain.	1874. To other Countries.	1874. Total.	Total, 1873.
Beams and blocks, oak ..	17,355	4,766	22,621	29,484
„ „ fir ..	5,795	2,349	8,144	13,215
Planks, staves, spars, &c. ..	119	1,599	1,718	1,676
Total lasts	23,769	8,714	32,483	44,375

LIQUIDS rated by Weight reduced to Imperial Gallons.

Articles.	1874. To Great Britain.	1874. To other Countries.	1874. Total.	Total 1873.
Spirits	31,970	420,083	452,053	282,382
Wine	117	30,774	30,891	31,527
Vinegar	..	1,130	1,130	4,037
Beer	104	2,096	2,200	4,808
Mineral water	2,165	30,280	32,445	22,070
Total gallons ..	34,356	484,363	518,719	344,824

CORN rated by Weight reduced to Imperial Quarters.

Articles.	1873. To Great Britain.	1873. To other Countries.	1873. Total.	Total, 1872.
Wheat	87,655	12,002	99,657	52,649
Rye	7,481	22,357	29,838	6,804
Barley	61,145	17,379	78,524	128,773
Oats	..	..	..	7,480
Total	156,281	51,738	208,019	195,706

GOODS variously rated.

Articles.		1874. To Great Britain.	1874. To other Countries.	1874. Total.	Total, 1873.
Herrings	Barrels ..	1	14,609	14,610	16,742
Bricks	Number..	..	774,600	774,600	480,000
Live stock	Head ..	1	5	6	15

ESTIMATED Value, in Dollars, Prussian Curreney, of Imports and Exports, from 1871 and 1874 inclusive.

	Triennial Average, 1871–1873 inclusive.			1873.			1874.		
	Imports.	Exports.	Total.	Imports.	Exports.	Total.	Imports.	Exports.	Total.
Great Britain	44,895,356	8,436,622	53,331,978	38,706,428	7,239,336	45,945,764	26,948,407	6,921,676	33,870,083
Other countries	29,669,062	12,481,619	42,150,681	40,119,076	11,717,854	51,836,930	35,795,810	13,901,890	49,697,700
Total..	74,564,418	20,918,241	95,482,659	78,825,504	18,957,190	97,782,694	62,744,217	20,823,566	83,567,783

SUMMARY OF THE PRECEDING TABLES.—IMPORTS AND EXPORTS.

QUANTITY.

Articles.		1874.	1873.
Imports—			
Goods rated by weight	Tons	332,398	431,426
Liquids	Gallons	1,047,442	1,306,504
Corn	Quarters	1,096,643	841,287
Herrings	Barrels	415,117	355,162
Timber, measured	Lasts	1,084	15,046
Bricks	Number	1,070,400	3,160,752
Live stock	Head	764	865
Exports—			
Goods rated by weight	Tons	109,791	111,475
Liquids	Gallons	518,719	344,824
Corn	Quarters	208,019	195,706
Herrings	Barrels	14,610	16,742
Timber, measured	Lasts	32,483	44,375
Bricks	Number	774,600	480,000
Live stock	Head	6	15

VALUE in Pounds Sterling, at the Average Rate of Exchange, for the respective Years, viz., 1873, 6 dol. $22\frac{1}{16}$ sgr.; 1874, 6 dol. $23\frac{3}{4}$ sgr.

Countries.	1874.			1873.
	Imports.	Exports.	Total.	
Great Britain	3,967,864	1,019,142	4,987,006	6,796,291
Other countries	5,270,549	2,046,904	7,317,453	7,667,712
Total	9,238,413	3,066,046	12,304,459	14,464,003

Owing to the commercial stagnation that prevailed in most countries in 1874, the trade in Stettin, like that of many other ports, necessarily declined. It will be seen by the foregoing tables that, comparing 1874 with 1873, almost all the imports, with the exception of rice, coffee, corn, and herrings, show a considerable decrease; petroleum a decrease of 178,481 centals, or 23·83 per cent.; iron, under the five heads specified in the table, a decrease of 1,426,002 centals = 70,173 tons, or 53·86 per cent.

In respect to value, the total of imports and exports show a decrease of 14,214,911 dol., or 14·53 per cent. against 1873, and a decrease of 11,914,876 dol., or 12·48 per cent. against the average of the preceding three years. Both the imports from and the exports to Great Britain show a very considerable decrease, the total of both a decrease of 12,078,681 dol., or 26·28 per cent. when compared with 1873, and a decrease of 19,461,895 dol., or 36·5 per cent. when compared with the average of the preceding three years.

The coal trade seems to be reviving, though as yet far from attaining the extension it had previous to the great rise of prices in England.

QUANTITY of Coal Imported from Great Britain.

Years.	Stettin.	Swinemünde.	Total.
	Tons.	Tons.	Tons.
1871	190,879	274,639	465,518
1872	114,824	197,892	312,716
1873	63,771	122,695	186,466
1874	77,984	177,682	255,666

Stettin, as I stated in my Report for 1873, formerly exported a considerable quantity of corn, but since 1869 the exportation has rapidly declined; and during the last three years the import—chiefly rye from Russia—has greatly exceeded the export, as shown by the following statement:—

IMPORT and Export of Corn (Wheat, Rye, Barley, and Oats).

Years.	Import.	Export.
	Quarters.	Quarters.
1869	5,374	1,102,372
1870	5,945	339,193
1871	44,206	468,682
1872	444,348	238,991
1873	841,287	195,706
1874	1,096,643	208,019

TRADE OF SWINEMÜNDE.

Swinemünde has no export trade, and chiefly imports coal from England.

Articles.		1873.	1874.
From Great Britain—			
Coal	Tons.	122,695	177,682
Iron, pig and old	„	22	..
Wrought iron, coarse ironwares ..	„	65	21
Rails	„	..	2,352
Slate, tiles, bricks	„	4,397	248
Divers	„	40	14
Wine, spirits, ale	Gallons.	416	234
From other countries—			
Iron and coarse ironwares ..	Tons.	95	416
Chalk	„	..	941
Cement	„	..	2,212
Asphalte, &c.	„	114	891
Petroleum	„	1,192	319
Seeds	„	..	1,250
Fish, fresh	„	450	332
Timber	„	12,027	43,513
Divers	„	874	1,533
Wine, spirits	Gallons.	20,098	9,002
Herrings	Barrels.	1,486	2,353
Corn	Quarters.	..	33,620

Freights in 1874.

Freight from Stettin to ports on the east coast of Great Britain —Hull, Leith, and the intermediate ports.

	s.	d.		s.	d.
Wheat, per 500 lbs.—					
Steamers	2	0	to	2	6
Sailing vessels	1	6		1	9
Timber, per load—					
Oak	14	0		17	0
Fir	12	0		15	0
Timber, per load to Bristol and Gloucester—					
Oak	22	6		24	0
Fir	20	0		21	0
Oil, per ton to—					
Grangemouth	13	0			
Bristol	18	0			
Dublin	18	3			
Liverpool	23	6			
Staves, per 1,000 to—					
London	£9	5	0		

Exchange.

The average rate of exchange for short bills on London in 1874 was :—

	Dol.	sgr.
January	6	22⅝
February	6	23
March	6	23⅜
April	6	22½
May	6	23¼
June	6	23⅛
July	6	23¾
August	6	24⅛
September	6	24⅛
October	6	24½
November	6	24⅜
December	6	25
Average for the year	6	23¾

Equivalents of Prussian Weights and Measures.

1 Pfund (pound) = 500 French grammes	1·102311 lbs. avoirdupois.
1 Zentner (cental) = 50 kilogrammes	110·2311 „
1 Tonne = 20 centals	19·684 cwts.
1 Last = 40 centals	1·9684 tons.
1 measured Shipping last	1·5 registered tons.
1 measured Last for timber = 2 cubic mètres	70·6 cubic feet.
1 Meter = 1 French mètre	3·2809 feet.
1 Hektar (new acre) = 1 French hectare	2·47114 acres.
1 Liter = 1 French litre	1·76077 pint.
1 New scheffel = 50 litres	1·3757 bushel.
1 Dollar = 30 silbergroschen at par	3 shillings.
1 Mark = 100 pfennige at par	1 shilling.

In the official list of the German Mercantile Marine for 1873—*Alphabetisches Verzeichniss der Deutschen Kauffahrteischiffe für* 1874, *Herausgegeben vom Reichskanzler-Amte, Berlin*, 1874—the tonnage is no longer given in lasts, but in cubic metres and in English register tons, 50 cubic metres being taken as the equivalent of 17·65 register tons; consequently, 5 cubic metres = 1·765 register tons; 1 cubic metre = 0·353 register tons; and 1 register ton = 2·83 cubic metres, or more precisely 2·83285.

III.—Agriculture.

It will be seen by the following table, compiled from the returns published by the Prussian Board of Agriculture, and in which the unit is taken as a "normal crop or yield," that in Pomerania in 1874, wheat, rye, barley, and potatoes were above 1873, and above the average of the preceding ten years; oats and most of the other agricultural produce below the decennial average.

The average yield of corn, &c., in the Prussian dominions was in—

	1873.	1874.
Wheat	0·92	1·04
Rye	0·75	0·96
Barley	0·87	0·84
Oats	0·92	0·78
Peas	0·82	0·59
Potatoes	0·78	1·01

Average Yield of Agricultural Produce in Pomerania from 1864 to 1874.

Articles.	Decennial Average, 1864—1873.	1873.	1874.
Wheat	0·87	0·93	1·06
Rye	0·80	0·85	0·90
Barley	0·88	0·83	0·90
Oats	0·94	0·96	0·86
Peas	0·91	0·86	0·62
Potatoes	0·78	0·61	1·09
Rape	0·69	0·95	0·78
Beet	0·89	1·02	0·82
Flax	0·92	0·93	0·58
Hay	0·89	0·97	0·70
Clover	..	0·52	0·70
Lupines	..	1·03	0·66

Average Prices of Corn in Pomerania. Reduced from official returns taken from the average prices at twenty-nine market towns. Exchange at par 6 dol. 20 sgr. = £1:—

Articles.	Average at Martinmas (November 11).											
	Decennial Average, 1864-1873.				1873.				1874.			
	Per New Scheffel.			Per Quarter.	Per New Scheffel.			Per Quarter.	Per New Scheffel.			Per Quarter.
	Dol.	sgr.	pf.	£ s. d.	Dol.	sgr.	pf.	£ s. d.	Dol.	sgr.	pf.	£ s. d.
Wheat ...	2	23	6	2 8 6¾	3	8	11	2 17 6½	2	15	3	2 3 9
Rye ...	2	0	2½	1 15 0	2	13	8½	2 12 10½	2	4	1	1 17 3½
Barley ...	1	16	3	1 6 10¾	1	28	1	1 13 9½	1	27	1	1 13 2½
Oats	1	1	2½	0 18 1¼	1	6	10	1 1 5	1	11	2	1 4 0

IV.—Population and Industries.

The population of Stettin and Pomerania, according to the census of December 5, 1871, was given in my report for 1872, and in my report for 1871 I gave a list of all the joint stock companies established here; most of these companies continue to realize large profits, as shown by the following statement of the dividends paid to their respective shareholders, from 1869 to 1874 inclusive:—

Companies.	Quinquennial Average, 1869, 1873.	1873.	1874.
Stettin Portland Cement Company	35	40	40
Chemical Works, Pommerensdorf	30¼	35	35
Stettin Steam Tugboat Company	19	40	34
Steam Corn Mill Company, Old	18¼	23⅛	30
River Insurance Company, Union	20⅜	25	22
Steam Corn Mill Company, New	10⅛	18	20
Provincial Sugar Factory	10⅛	15	20
Prussian National Insurance Company ..	19⅜	25	19
Prussian Maritime Insurance Company ..	16⅛	28	16
Vulcan Iron Works	14⅛	14	16
River Insurance Company, Pomerania ..	16⅜	22	15

V.—Public Works.

In respect to public works, I can, unfortunately, only repeat what I said in my report for 1873, that hitherto, very little has been done for the demolition of the fortifications, laying out new streets, &c.; and that the railway from Stettin to Swinemünde—or rather from Stettin to Ostswine on the right bank of the Swine, opposite Swinemünde—is progressing very slowly, and, if finished at all, which seems to be questionable, will probably not be open for traffic before 1878. Meanwhile, a branch railway from Swinemünde to Usedom and Ducherow—a station on the Stettin and Stralsund Railway—is in the course of construction, and as it is only twenty-three English miles in extent, it ought to be, and perchance may be, finished before the close of the year.

Stettin, April 27, 1875.

GREECE.

THE PIRÆUS.

Report by Consul Merlin on the Trade of Continental Greece, during the Year 1874.

Trade and Commerce.

The depression in the shares of joint stock enterprises in Greece, more particularly in those of the Laurium Metallurgical and other mining companies, which I mentioned in my report for last year (1873), has been maintained during the whole of 1874, which period has, however, been characterised by fewer commercial disasters and failures than might naturally have been expected to result from the wide-spread demand for speculative investments which pervaded all classes of society in Athens during 1873.

A fresh issue of 2,000 shares in the National Bank of Greece, at 3,000 dr. (107*l.*) per share, and a new Government loan of 26,000,000 fr. at 6 per cent. interest per annum, repayable in forty-four years by a sinking fund of ½ per cent., negotiated at 81 per cent. on the nominal capital, both of which have been taken by the public, have formed the two principal financial operations of the year.

The new shares of the National Bank have already attained a premium of 400 fr. each, and those of the loan of 26,000,000 fr. are also quoted at 1 per cent. premium with every prospect of a further advance, proving that if the demand for speculative investment has declined it is not occasioned by a want of capital, but proceeds rather from a lack of confidence in such adventures in general.

The Government loan of 26,000,000 fr. has been covered as follows, namely:—

	Nominal value. Francs.
The National Bank of Greece has assumed Bonds of the new Loan of 26,000,000 fr. for the conversion of other Government securities held by it to the amount of	14,000,000
Sum taken by the Ionian Bank in exchange for bonds of the late Ionian Treasury held by it	1,627,500
Amount absorbed by various other societies, banks, and public institutions for a similar purpose	6,372,500
Disposed of in Greece and abroad for cash, about	4,000,000
	26,000,000

It will be observed that the accommodation obtained by the Greek Treasury from this operation, is only about 4,000,000 fr., or 160,000*l.* in addition to a saving of 2,000,000 fr. per annum, resulting from the higher rate of interest and sinking fund on other debts, which have been converted into bonds of the new loan.

The stock exchanges of Europe being closed against Greek securities, in consequence of the non-payment of the loans of 1824–25, and the first fruits of the revenues of Greece being hypothecated to the allied powers of England, France, and Russia, for the loan of 60,000,000 fr., guaranteed by those States, the arrears of interest

and sinking fund on which now amount to about 3,750,000*l.* sterling, it would have been impossible for the Hellenic Government to have effected this loan without the aid and assistance rendered by the National Bank of Greece, which was established in 1841 on the principle of the Bank of France, one of its founders being the late Mr. Eynard, of Geneva.

If this institution has been of service to the State, the Government has likewise not been unmindful of the National Bank, which enjoys the exclusive privilege of circulating bank notes payable to the bearer in Greece proper, and some other very important advantages with regard to legal procedure in the encashment of debts and the sale of real estate, which render competition on equal terms impossible for other banks.

In framing the original law for the establishment of the National Bank of Greece in 1841, especial care was taken to guard against the possibility of the issue of an inconvertible paper currency in the provinces, in the form of bank notes; it being provided by Article 20 of the Law of the 30th March (11th April), 1841, as follows:—

"The bank notes the value of which will be expressed in Greek money, and which will not be for a less amount than 25 dr. (18*s.*) each, can never be made an obligatory tender; moreover, the bank and its branches are obliged to pay them immediately on demand in legal currency without demur."

Two years subsequently, however, namely in 1843, a very important, though apparently simple and natural, modification was made in the above law.

The directors of the National Bank having represented to the State the inconvenience that might arise from the whole of the notes issued by the bank being made payable at any one of its branches, it was provided in Article 34 of the new law, "That the branches were obliged to cash only such notes as they should themselves issue in their respective localities."

The natural inference to be drawn from which, was, that the directors of the National Bank intended issuing notes from the various branches in the provinces, which would be payable at those places alone. But such was not the interpretation put upon the new regulation by the directors of the National Bank themselves after this amendment became law. The issue or non-issue of notes by the branches was considered purely voluntary, but no branch could be called on to pay notes not issued by itself, consequently, the Central Branch in Athens alone continued to issue bank notes payable to the bearer, which though put in circulation by the branches in the provinces are not payable in those places, but for which the directors nevertheless claim the benefit of the privilege of exclusive circulation, although Article 2nd of the original law expressly declared that the notes of the bank could only enjoy this exclusive privilege in those provinces, "where there was a branch at which these notes were made payable."

The consequence of this policy has been the establishment of a paper currency in Greece, payable only in Athens, but inconvertible in the provinces where specie is nearly unknown; the whole of the metallic currency being collected at the capital in the vaults of the National Bank, to form the cash reserve of one-third the total amount of notes in circulation which the bank is required by law to maintain.

So jealously is the privilege of the exclusive circulation of notes guarded by the directors of the National Bank, that the Greek branches of the Ionian Bank have been prohibited by the National Bank from withdrawing Ionian notes from circulation in Greece proper

under pain of prosecution, either by changing them against notes of the National Bank of Greece, or by accepting them in payment for debts due to the Ionian Bank, which latter appears to be opposed to every principle of commercial law and usage, for it should certainly be optional for a creditor to receive payment from his debtor in any form, coin or security, which the creditor thinks proper.

The following is a statement of the assets and liabilities of the National Bank of Greece on the 1st (13th) January, 1875 :—

ASSETS.

	Drachmas.	£ Sterling.
To specie in chest by the bank and its branches ..	16,177,794	577,778
Amounts owing by correspondents abroad convertible into cash on demand	2,909,883	103,925
Advances on personal securities and deposit of title deeds, namely—		
Bills discounted at the bank and its branches Loans to landed proprietors by the branches on personal security .. .. .. Loans on accounts current on deposit of shares	32,007,710	1,143,132
Advances on Mortgages—		
To Loans for five years on mortgages .. Advances on accounts current .. .. „ securities .. .. .. Greek Steam Navigation Company ..	30,995,298	1,106,975
Sundries—		
To Government securities	14,920,450	532,871
Shares of various companies	285,000	10,179
Bank premises and its branches	560,755	20,029
Past due bills at the bank and its branches ..	534,179	19 078
Payments on mortgage overdue	19,829	708
Sundries	130,818	4,673
Landed pr perty assumed by the bank	313,567	11,199
Preliminary expenses	55,349	1,976
Law expenses	40,110	1,432
Unsecured debts	55.847	1,994
Sundry accounts	26,706	954
Accounts of the branches for the current month	715,564	25,556
	99,748,864	3,562,459

LIABILITIES.

	Drachmas.	£ Sterling.
Paid-up capital	13,000,000	642,857
Reserve fund, fixed, 3,600,000 dr.	12,630,000	451,072
„ extraordinary, against bad debts, 9,030,000 dr.		
Bank notes in circulation payable to bearer ..	39,729.116	1,418,897
Accounts current without interest	4,082,011	145,786
Deposits on interest payable at fixed dates	19,461,896	695,068
Savings Bank	509,988	18,214
Bills payable	318,257	11,366
Unclaimed dividends	201,303	7,190
Dividends for last six months at 130 dr. per share..	2,340,000	83,572
Rediscounts	187,812	6,704
Sundry deposits	202,565	7,235
Ministry of Finance	1,929,829	68,923
Greek Government	154,442	5,516
Profit and loss, balance to new account	1,645	59
	99,748,864	3,562,459

The dividend declared by the National Bank of Greece for the six months ended the 31st December, 1874 (12th January, 1875), was at the rate of 130 dr. = 4*l.* 13*s.* per share, or equal to 26 per cent. per annum to the original shareholders. The present market value of the 1,000 dr. share being about 3,500 dr. = 150*l.* sterling, the revenue derived from this investment at present is about 7½ per cent. per annum.

The following were the monthly rates for bills drawn at usance (three months after date) on London, viz. :—

Exchange per £ Sterling.

	Dr.	lepta.
January	28	70
February	28	75
March	28	90
April	28	75
May	28	80
June	28	85
July	28	55
August	28	56
September	28	50
October	28	45
November	28	50
December	28	65

Shipping and Navigation.

The following table shows the number of British vessels which entered and cleared from the port of Piræus during the year 1874.

Entered.

Description of Vessels.	Number.	Tonnage.	Crews.	Value of Cargoes.
				£
Steamers	37	26,602	886	74,087
Sailing	10	2,795	109	7,936
Total	47	29,397	995	82,023

Cleared.

Description of Vessels.	Number.	Tonnage.	Crews.	Value of Cargoes.
				£
Steamers	37	26,602	886	..
Sailing	9	2,467	98	2,500
Totals	46	29,069	984	2,500

Say a total of 47 vessels, of 29,397 tons burthen, in 1874, against 24 vessels of 14,952 tons in 1873.

Of the 37 steamers which arrived at this port during the year, 35 came direct from Liverpool and London and other ports in the United Kingdom, 20 of which were laden with general cargoes destined for this place, Syra, Salonica, Smyrna, Constantinople, and the Danubian and

other ports in the Black Sea. Seven were laden with 8,998 tons of coal valued at 12,609*l.* One arrived from Trieste with timber estimated at 1,850*l.*, and one from Taganrog with linseed; which latter put into this harbour in distress, to repair damages, her cargo having shifted.

The portion of merchandise discharged here by the steam vessels consisted principally, as in former years, of rum, rice, manufactures, iron (wrought and unwrought), coffee, sugar, colonial produce, gunpowder, herrings, locomotives and machinery—the latter being for the Piræus railway and the use of the various establishments in the Piræus, besides which, they brought 714 tons of coal. The whole of the cargoes imported by the above vessels being valued at about 59,628*l.* sterling.

These ships, after discharging the portion of their cargoes destined for this port, left as follows, namely, 28 with the remainder of original cargoes; 6 in ballast, for Constantinople, the Danubian and other ports in the Black Sea, being chartered for return freights home; one left in ballast for the Island of Seriphos, to load iron ore, and another to Catacolo for a cargo of currants.

Seven of the 10 sailing vessels arrived from various ports in Great Britain, laden with 3,576 tons of coal, valued at about 6,436*l.* One was from Falmouth with a cargo of china and fire-clay, for the use of the Piræus Pottery, estimated at 1,500*l.*, and one from Venice in ballast destined for a port in the Ottoman dominions (this vessel put into this harbour in consequence of stress of weather, having lost a chain cable during a gale near the Island of Tenedos), and one in ballast from Volos, chartered to load a cargo of valonea at Oropo, for England, valued at 2,500*l.* With the exception of the last-mentioned vessel, 8 left the Piræus in ballast for various ports in the Ottoman Dominions, one remaining in harbour at the end of the year.

The following return shows the movement of British shipping at the outport of Ergasteria (Laurium) during the year 1874.

	Description of Vessel.	Number.	Tonnage.	Crews.	Value of Cargoes.
					£
Entered ..	Sailing	22	17,524	380	44,948
Cleared ..	Sailing	22	16,660	369	105,860

Nineteen out of the 22 vessels arrived from Newcastle, Sunderland, &c, laden with 17,781 tons of coke and 201 tons coal, valued at about 44,948*l.* sterling. Three were in ballast, namely: one from England, one from Italy, and one from Alexandria.

These vessels left that outport as follows:—14 with 4,860 tons of argentiferous lead, estimated at 102,660*l.* sterling, bound to Great Britain, touching at Tripoli and Sfax to fill up with Esparto grass; 3 with 825 tons of calamine, valued at 3,200*l.*, bound to Swansea and other British ports; and 5 in ballast, namely, 1 for Quebec, 1 for the Island of Seriphos, to load iron ore, and 3 for Tripoli and Sfax, bound for England; 3 vessels remained in harbour at the end of the year.

Port Charges.

National and foreign merchant vessels arriving from abroad at a port in the Kingdom of Greece, where the importation of foreign merchandise is permitted, are subject to the following dues:—

I.—Ships arriving and departing without either discharging or

taking in cargo, are exempt from all port dues, unless they remain over eight days, in which case they are charged 5 lepta ($\frac{5}{12}$ths of a penny) per ton.

II.—Should they discharge cargo, but not take in another, or vice versâ, they are charged 10 lepta ($\frac{5}{6}$ths of a penny) per ton.

III.—If they both discharge cargo and take in a return one, they pay 15 lepta ($1\frac{1}{4}d.$) per ton.

IV.—Vessels arriving from other ports of Greece, pay half of the above dues.—Where a lighthouse exists, 3 lepta (a farthing) per ton is added to the above charges.

V.—All merchant vessels arriving at Greek ports pay a tax of 2 lepta per ton ($\frac{1}{6}$th of a penny) for health office dues.

VI.—Vessels under 5 tons are exempt from port dues.

VII.—In those ports or roadstead where the importation of goods from abroad is not permitted, no dues shall be paid.

VIII.—Should the master or commander of a merchant vessel leave without taking the necessary permission or clearances, the ship shall be liable to a penalty equal to twenty times the amount of the health office and port dues. Should the vessel not be liable to the payment of either, then a penalty of from 1 dr. to 100 dr. ($8\frac{1}{2}d.$ to 3*l.* 10*s.* 10*d.*) shall be imposed.

N.B. By a circular recently published by the Minister of Marine, 15 per cent. has been added to the above charges, and in some ports of Greece mole dues are charged.

The port and other dues are calculated on the net register tonnage of all vessels.

A convention has lately been signed between the Greek Government and the St. Andrew Steam Navigation Company, of Liverpool, subject to approval by the Chamber of Deputies, by which their vessels are exempted from paying port charges at the Piræus.

The following is an abstract of the convention.

Article I.

The St. Andrew Steam Navigation Company, of Liverpool, engage to run a regular line of steamers (for the present, once, and, hereafter, twice a month) from Liverpool to the Piræus, Salonica, Constantinople, and Odessa, and thence to Liverpool, calling at will at the Piræus.

Article II.

The Company can add to or leave out one or more of the above mentioned foreign ports on the line, but must give notice of such change to the General Post Office of Greece, fifteen days at least before effecting such alteration.

Article III.

The dates of the steamers arrival at, and departure from, the Piræus (on the same day), and hours of departure, will be regulated by the Company, which is bound to give due notice thereof to the Post Office of the Piræus, advertising the same for the information of the public.

Article IV.

The Company's steamers running on the above line, will enjoy at the Port of Piræus entire exemption from port and health office charges, with the exception of the dues for the construction and repairs of the

harbour, moles, lighthouses and lights. They will be likewise exempt from bond and custom duties on coals intended for the use of their steamers. The said vessels cannot deviate from their destination nor the service for which they are employed—namely, the conveyance of merchandise, specie, and passengers; nor shall they be liable to seizure or impediments for debts or detention by the authorities.

It is moreover agreed that if the steamers of other companies shall be exempted, hereafter, from the payment of mole dues, lighthouse, lights, &c., the same privileges shall be granted to the steam vessels of the St. Andrew's Company.

Article V.

The Company's steamers will be allowed to ship or land at the port of the Piræus (without distinction of the port whence they arrive), gold and silver specie, merchandise of all kinds, and passengers of all nations, with their clothes and effects, in as far as the importation and exportation of such is permitted by the laws of Greece—under condition of the commanders of the said vessels submitting themselves to the regulations of the Sanitary, Custom, and Police Laws of the port, with respect to the export or import of goods and passengers.

It is further stipulated, that the same privileges and facilities which are granted to the vessels of other companies, in their transactions with the custom-house, port, and health-office authorities, in order that the discharge and loading of their vessels may be performed with due despatch, shall be accorded to the steamers of the St. Andrew's Company.

Article VI.

In the event of the Company making hereafter any convention, either with the Greek Steam Navigation or other Company (recognized by the Hellenic Government) for the transhipment of goods, specie, and passengers, it is hereby agreed that every such transhipment from one steamer to another will take place in the Piræus harbour, free of transit duties, the steamers being permitted to lie alongside of each other to effect the exchange of their respective cargoes.

In the contrary event of the goods and specie intended for transhipment on board another steamer being landed on shore, they will be watched by the Company's agent at their expense without payment of any bond or transit duties whatsoever, but subject to the surveillance of the custom-house officers, and to the regulations of the sanitary laws.

Article VII.

The company, on its part, assumes the following obligations:—

1. To convey, free of charge, the mails containing correspondence of all kinds as delivered by the Piræus postmaster to the said steamers; also those for foreign post offices or Greek consulates situated at the ports of call of the said vessels, and vice versâ. It is stipulated these mails are to be delivered immediately after the arrival of the steamers at the port of destination.

2. To convey specie and other articles belonging to the Hellenic Government and addressed to the Piræus, or foreign ports on the line, free of charge. The total weight of such articles is not, however, to surpass that of two tons for each voyage.

3. On the requisition of the Postmaster General, the company will grant free passages to first and second-class passengers, without food,

from the Piræus to the ports of call of the steamers. The number of such free passages is not, however, to exceed 40 per annum.

Article VIII.

The masters or commanders of the Company's steamers are expressly prohibited, when touching at ports of Greece, to receive any letters besides the post office mails; with the exception of the letters and documents relating to the service of the Company's agents.

Article IX.

The present convention will be in force for one year from the date of its ratification, after which it will continue in force for another year, and so on; should no contrary communication be made by one of the contracting parties six months previous to the expiration of each year.

Population and Industries.

Mines.—The following account of the town and smelting works of Ergasteria (Laurium) has been forwarded to me by Mr. Henry S. Bell, who was recently appointed unpaid British Vice-Consul at that port, and assists Professor Ansted in his arduous duties as Director of the Laurium Metallurgical Company.

"The port and town of Ergasteria owes its existence to the metallurgical works for smelting scoriæ, now in the hands of the Société des Usines du Laurium, and has no trade whatever but that arising from the imports and exports of the employés of this company, and of a small but increasing mining company. The foreign imports consist almost entirely of coke brought from Newcastle, and machinery for the use of the works. The principal export is metallic lead, but lately some zinc ores have been sent to Swansea.

"The town of Ergasteria is generally healthy, but is very badly drained, and it is exposed to attacks of malaria fever, especially during the late autumn and early winter, which are the rainy season here.

"The population consists of about 6,000 people, some 2,200 of whom are inhabitants of Ergasteria. Of these, about 1,820 are employed on the works. This number is, however, greatly exceeded by those who labour on the concession, cleaning and obtaining scoriae. About 120 people are engaged in the mining establishment of Monsieur Serpieri, who is actively engaged in developing the mineral wealth of the district of Laurium.

"The mortality during the year 1874 has been at the rate of 15·5 to the 1,000, seven of whom were infants under seven years of age; eleven deaths occurred through accidents, others were due to lead colic, which latter were principally confined to the men working at the furnaces.

"The works carried on by the society are strictly limited to smelting the ancient refuse of the old Greek furnaces and mines of Laurium.

"The town of Ergasteria, as before said, owes its origin entirely to these works, and no agricultural operations are carried on in the neighbourhood, the hills consisting almost entirely of bare rocks, and the valleys being completely filled with the waste débris of the ancient mines, which the company is justified at any time in removing. The quantity of lead slags still existing is enormous. For some years past the works were conducted by a private French and Italian company (Messrs H. Roux and Co.), whose differences with the Greek Government were put an end to at the beginning of this year, by the transfer

of the property to a Greek company, which accepted conditions from the Government, since found too onerous to work with. The question of a new convention, on more favourable terms for the company, is under discussion by the Chamber.

"The establishment at present consists of three groups of furnaces, two of these containing six furnaces each, of the Castilian type; the other has two furnaces of a new kind. Only twelve furnaces are kept in blast at a time. The Castilian furnaces make about 1½ ton of lead each per diem, from about 30 to 35 tons of scoriæ. The new furnaces yield about double the quantity of lead with very little more mineral.

"The scoriæ to feed the furnaces are conveyed from the interior, either by carts direct, or by a railway of about seven miles in total length. Some of the deposits are on the seaside, and are brought to the works by sailing vessels. During the present year the make of lead has averaged about 19 tons per day, consuming about 50 tons of fuel.

"A large dressing floor is in course of construction, which may be expected to influence the production very greatly, and facilitate the work. Several new furnaces are also about to be erected on a much improved system to those at present employed; and there is every reason to expect that under the able direction of Professor Ansted, who is now managing the affairs of the company, the future of the Laurium lead works, if relieved from the baneful influence of Government interference, is destined, both in a scientific and industrial point of view, to be a successful and prosperous enterprise."

Since the above was written, I regret, however, to say that Professor Ansted and Mr. Bell are no longer in the employ of the Laurium Metallurgical Company, which has been at length compelled almost entirely to suspend further operations, until the decision of the Greek Chamber has been obtained to a material decrease of the royalty of 53 per cent. of the net produce of the furnaces, as at present paid to the State, a tax which every impartial person foresaw must inevitably crush the enterprise, and which it is to be feared has succeeded in doing so too effectually.

The "Pericles" Mining Company ranks next in importance to that of the Laurium Metallurgical Company, although it differs materially from the latter, being engaged in extracting mineral from mines. An extensive dressing-floor has been constructed, and two furnaces have been erected, one of which is always in blast, and produces about 1½ ton of argentiferous lead per diem, a quantity which, it is hoped, will soon be increased. The mineral extracted from this mine is generally of a poor quality, but exists in large quantities.

The mines of Mons. Serpieri, at Laurium, are hardly in a sufficiently advanced state for a definite opinion to be yet formed of their value; but zinc ore (calamine), as well as argentiferous lead, are reported to exist there in remunerative quantities.

The "Carysto" Mining Company has, it is said, been successfully occupied in developing and proving the mineral wealth of the concession during the past year, and four large veins of argentiferous galæna and copper pyrites have already been traced to a considerable depth. A gallery is at present being excavated at the base of the mountain, by which it is hoped to strike one of the largest veins of ore 80 metres lower down; and should this be effected, the success of the mine will be more than assured.

A capital of about 40,000*l.* sterling will, however, still be necessary for the construction of a breakwater, the dressing floor, and tramways for conveying the ore from the mines.

There is little worthy of remark to be said respecting the other

mining companies, the shares of which are, in many cases, nearly unsaleable; and unless some signal success be achieved by one of these societies before long, the majority of the works will be either abandoned, or pass into the hands of foreign capitalists.

Manufactories.—No new establishments have been erected at the Piræus since the date of my last report; and it would appear that a point has been reached here in enterprises of this nature, any advance beyond which will cease to remunerate the capitalist, the supply of cotton, twist, and other manufactures being more than equal to the local demand.

The following information respecting the progress of the pottery of Messrs. Boulanachi Brothers may, however, not be devoid of interest; the workmen employed in this establishment being, hitherto, principally natives of Staffordshire, namely:—

	Weekly wages. £.	s.	d.
Fireman	3	0	0
Assistant ditto	2	10	0
Ovenman	2	0	0
Thrower	3	15	0
Turner	2	15	0
Presser	2	0	0
Saggermaker	1	16	0
Printer	2	10	0
Modeller	2	5	0

All of whom are under the direction of an English foreman, or manager, at a salary of 250*l.* per annum.

Dinner, breakfast, and toilet services of stone, china, or earthenware, of fair quality, are manufactured here.

As is generally the case with new industries, great difficulties were at first encountered, and it was long before a suitable glaze could be obtained for the ware. The present manager being the third brought from England within the last 18 months, both of his predecessors having been discharged.

There have also been frequent disputes between the English workmen and their employers, and many such misunderstandings have come under my notice, and have been beyond my power to arrange.

It cannot be, therefore, too strongly impressed on persons who can only earn their livelihood by skilled labour of a peculiar kind, that great caution and prudence are necessary in accepting engagements to proceed to Greece, unless the payment of their return passage is guaranteed; and even then, they must bear in mind that their only resource for non-fulfilment of contract is to the local tribunals. They should also remember that they are ignorant of the language, habits, and customs of the natives, and unaccustomed to the climate, which is very warm in summer, and cold in winter; and that unless they are proof against the temptation of indulging to excess in the use of wine and spirits, they are almost certain to do so in this country, where these articles are very cheap, and, consequently, to get into trouble.

Moreover, should they either through their own fault, or sickness, or failure of their employers, be thrown out of employment, there is no provision made by Her Majesty's Government for their relief, and if they have been improvident enough to spend the whole of their wages, as is too frequently the case, they may starve.

Public Works.

The bad quality and inadequacy of the supply of fresh water in the

Piræus, has hitherto been a great drawback to the extension of the town. The water obtained by sinking wells being so brackish as to render it unfit either for drinking or domestic purposes, the inhabitants have, up to the present time, been dependent either on cisterns constructed by the ancients for collecting rain water, or the public fountains, which latter are supplied by water brought from the neighbourhood, at a low level, in earthenware pipes, frequently out of repair, from which sources it is distributed through the town by water carriers. This unsatisfactory state of things is, however, about to be remedied. The municipality of the Piræus having contracted with a French company for the construction of works by which the water will be forced in iron pipes from a distance of about two miles to an extensive reservoir, which has been erected on an eminence above the town, whence the water will be redistributed in smaller pipes to private houses.

The construction of a railway to Northern Greece, the projected railways in the Morea, together with the scheme for cutting through the isthmus of Corinth, have all been either abandoned or indefinitely postponed till the next period of financial plethora occurs in the money markets of Europe, and foreign capital can be obtained for these purposes, the unfortunate result of the Laurium Company having completely destroyed the confidence of people in this country in the promoters of joint-stock enterprizes for the present.

Piræus, March 20, 1875.

ITALY.

BRINDISI.

Supplementary Report by Consul Grant on the Commerce of Brindisi, during the Year 1874.

Imports.—The total value of the imports, according to the custom-house returns, amounted to 363,000*l.*, being 126,000*l.* in excess of the previous year.

There was a falling-off of 126,000*l.* in raw silk from India, but it was more than counterbalanced by an increase in other articles, principally silkworms' eggs from Japan, and coals from England; the former article having risen from nil in the year 1873, to 91,000*l.* in 1874; and the latter (owing to the Peninsular and Oriental Company having made this port their principal coaling station in the Mediterranean) from 35,000*l.* to 70,000*l.*; the valuation being taken at 2*l.* per ton delivered at Brindisi.

A statement of the different articles imported in the course of the year, their respective value, and the countries they originally came from, is subjoined—

Articles.	Value.	Countries whence imported.
	£	
Wine, beer, spirits, &c. ..	6,000	Austria.
Petroleum	8,000	United States of America.
Colonials	20,000	France and Austria.
Cattle	11,200	Greece and Turkey.
Hides and skins	7,000	Egypt (but originally from India).
Manufactured cotton ..	9,800	Egypt (but originally from England).
Raw silk	23,000	Egypt (but originally from India).
Silk worm's eggs	91,000	Egypt (but originally from Japan).
Wheat and flour	70,800	Mostly Turkey, the flour from Austria.
Timber	7,500	Austria.
Reeds and rushes	20,000	Greece.
Coal	70,000	England.
All other articles	18,700	
Total	363,000	

Exports.—In the export trade there was a falling-off of 130,000*l.* in the shipments of manufactured coral, and of 29,000*l.* in those of corn, as compared with the preceding year, which caused the total value of the exports to fall from 326,000*l.* in 1873, to 172,400*l.* in 1874.

The principal articles exported are described in the following table, with their respective value and the countries to which they were sent:—

Articles.	Value.	Countries to which exported.
	£	
Wine	3,800	Egypt and Austria.
Olive oil	7,400	Egypt, Austria, and France.
Dried fruit	28,000	Mostly Austria.
Manufactured silk	12,200	Egypt.
Corn	4,300	Mostly France.
Timber	2,100	Egypt and Greece.
Manufactured coral	78,000	Egypt.
Jewellery	10,300	Mostly Greece.
Pottery	8,000	,,
Coal, stones, &c.	2,500	Egypt, Greece, and Turkey.
All other articles	5,700	
Total	172,400	

Transit Trade.—This trade continues to show no signs of development. The total value of the goods sent, viâ Brindisi, to and from other countries in the year 1874 was only 36,000*l.*, consisting of manufactured silk, cigars, and jewellery, sent from France and Austria to Egypt and Greece.

Brindisi, March 30, 1875.

CIVITA VECCHIA.

Report by Consul Lowe on the Trade of Civita Vecchia during the Year 1874.

The amount of British tonnage which arrived at Civita Vecchia during the year 1874, was exceptionally large, the largest, indeed, that has ever been known within a twelvemonth at this port.

From the accompanying return it will be seen that 65 vessels of the aggregate tonnage of 32,630 tons entered Civita Vecchia, giving an increase on 1873 of 18 as to the number of ships, and of 12,111 tons as to tonnage, as results from the statement which immediately follows, viz. :—

	Vessels.	Tons.
Arrivals in 1874	65	32,630
„ „ 1873	47	20,519
Increase in 1874	18	12,111

The whole of these were direct arrivals with cargoes, with a single exception in ballast, to load Roman cement (porzolana) for Gibraltar.

The increase in 1874 is the more remarkable that the returns of shipping for the year preceding (1873) showed an augmentation of 10 ships and 8,719 tons on the arrivals in 1872, whose total tonnage was 11,800 tons, or 311 tons less than the "extra" tonnage, so to denominate it, of the year 1874.

The same causes which created the surplus of 1873 may be considered as having produced that of 1874, viz. : the always increasing requirements of the Roman railways and gas companies, whose supplies during the year were largely in excess of 1873, as appears from the following table :—

	Vessels.	Tons.
Coal and patent fuel imported in 1874 ..	31	40,124
„ „ 1873 ..	32	27,796
Increase in 1874	..	12,328

as against 1873, the imports during which were also, in their turn, largely in excess of those of 1872.

A strong inducement to procure abundant supplies has, doubtless, been the low rates of freight which have prevailed throughout the year, during which period, moreover, a larger class of vessels, chiefly steam, has been employed, as is obvious from the above table, which shows that 12,328 tons of coal and patent fuel more were imported in 1874 in vessels, than in 1873 in which 32 vessels were employed.

Foreign Shipping.

Tabulated statements of the movements of foreign tonnage at this port during the year, are contained in returns numbered 2 and 3, while those of the coasting trade, exclusively Italian, will be found in Return No. 4.

Imports and Exports.

Returns of each accompany this report, and may be summarized as follows, viz.: that they are both so largely in excess of the preceding year that they will simply bear no comparison. The imports in the year—

	Value. £
1874	1,755,094
1873	191,250
Increase in 1874	1,563,844

Or upwards of 1,500,000*l.* in excess of 1873.

The exports were, in—

	Value. £
1874	464,659
1873	78,835
Increase in 1874..	385,824

Or an increase of about five times the entire exports of 1873.

There are three items in the return of imports, viz., cereals, metals, and coals, which articles account for 500,000*l.* each, and, united, explain the surplus. The excess on the first article was attributable to the high price of bread stuffs during the first half of the year; that on the second (metals) to the large demand from Rome for iron work, now so generally used for building purposes, as being preferable to wood for crossbeams, roofing, &c.; and on the last (coal and coke) to the enormous supplies accumulated during the year by the railway and gas companies, and to which allusion has already been made in another part of this report.

Under the head of exports, one article alone would account for nearly the whole surplus, viz., that of staves, for which, by reason of the copious vintages in Spain and France, there was an extraordinary demand, representing a value of about 338,000*l.* over and above that of the staves exported in 1873; the balance of the excess will be found to be derived from most of the remaining articles of exportation, but notably from wool, charcoal, and porzolana.

Agriculture.

A much larger area of land was wheat-sown for the crop of 1874, which was proportionately greater than that of 1873, although by no means a proportionately abundant one, the wheat ears in many districts having been blighted considerably, and the grain small and light in weight. There are no means of ascertaining, even approximately, the product quantity of the harvest.

Population, Industries, Public Works, Market Prices, and Rates of Wages.

In the absence of any fresh census during the year, it is impossible to give other than an approximate estimate of the population, which may be taken as consisting of about 12,000 souls. The bills of mortality, while excluding the prevalence of any contagious or epidemic disease (if the permanent enemy to human health, in this proverbially fever-ridden country be not considered epidemic, say intermittent or tertiary fever) were swollen by an unusual prevalence of affections of the chest and respiratory organs, which in too numerous instances proved fatal. With this exception, the sanitary condition may be considered as having continued normal in character during the year.

In local industries there has been no change worthy of remark; building, on private account, however, was somewhat active during the twelvemonth, and afforded employment to many who stood in need of it.

Public works may be disposed of without remark, neither the Corneto-Viterbo Railway, or the more recently proposed one between this city and Tolfa, having passed the project phase, although surveys, studies, and concessions are stated to have been matured and obtained long since.

Both market prices and rates of wages may be considered to have been about the same as they were during the preceding year, perhaps wages were somewhat higher during the last quarter of 1874, but that was attributable to an exceptional state of things, to which allusion will be made in

General Remarks,

Namely, the large influx of goods imported towards the end of the year, and which required an extraordinary amount of labourage in connection therewith.

The commercial situation may be said to be much the same as it was, in so far as the usual transit trade is concerned, while the fact of the freedom of the port and city having ceased with the out-gone year, which was productive of a temporarily increased activity in trade generally, must not be considered as evidencing a permanently increased local prosperity, the competition of the neighbouring ports of Genoa, Leghorn, and Naples, on a par with which, in a commercial point of view, Civita Vecchia is now placed, remaining the same, both by sea and land, and demanding all the energies of the place to hold its own against the rival ports.

Civita Vecchia, March, 1875.

RETURN of British Shipping at the Port of Civita Vecchia in the Year 1874.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.								Cleared.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
58	...	58	28,239	...	28,239	966	Unknown.	2	...	2	316	...	316	16	Unknown.

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.								Cleared.							
Countries whence Arrived.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.	Countries to which Departed.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
Belgium	6	...	6	4,272	...	4,272	134	Unknown.	Austria	...	1	1	...	79	79	5	Unknown.
Italy	...	1	1	...	119	119	8		France	...	13	13	...	8,288	8,288	274	
									Greece	...	2	2	...	845	845	26	
									Italy	1	34	35	127	12,925	13,052	482	
									Russia	...	1	1	...	700	700	21	
									Spain	...	10	10	...	6,460	6,460	208	
									Turkey	...	5	5	...	3,474	3,474	108	
Total	6	1	7	4,272	119	4,391	142	...	Total	1	66	67	127	32,771	32,898	1,124	...

No. II.—Return of British and Foreign Shipping at the Port of Civita Vecchia in the Year 1874.

Entered.

Nationality of Vessels.	With Cargoes.			In Ballast.			Total			Invoice Value of Cargoes.
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	
										£
British	63	32,385	1,082	2	245	16	65	32,630	1,098	Unknown.
American (U.S.) ...	2	317	18	...	...	...	2	317	18	
Austrian	3	1,203	33	3	801	29	6	2,004	62	
Dutch	6	3,542	148	...	...	...	6	3,542	148	
French	360	123,495	9,035	...	...	...	360	123,495	9,035	
Greek	5	857	40	1	121	7	6	978	47	
Italian	80	14,670	746	36	6,647	318	116	21,317	1,064	
Russian	1	650	26	...	...	...	1	650	26	
Spanish	11	994	85	65	7,061	520	76	8,055	605	
Swedish	3	992	30	...	...	...	3	992	30	
Total ...	534	179,605	11,243	107	14,875	890	641	194,480	12,133	...

Cleared.

Nationality of Vessels.	With Cargoes.			In Ballast.			Total.			Invoice Value of Cargoes.
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	
										£
British	3	443	24	66	32,795	1,116	69	33,238	1,140	Unknown.
American (U.S.) ...	...	...	...	1	486	10	1	486	10	
Austrian	5	1,273	45	1	517	14	6	1,790	59	
Danish	...	...	...	1	319	10	1	319	10	
Dutch	4	2,921	115	...	...	...	4	2,921	115	
French	360	123,583	9,059	...	...	...	360	123,583	9,059	
Greek	3	503	23	2	332	17	5	835	40	
Italian	100	13,937	782	15	3,118	130	115	17,055	912	
Ottoman	1	120	7	...	...	...	1	120	7	
Russian	...	...	...	1	650	26	1	650	26	
Spanish	71	7,319	569	...	...	...	71	7,319	569	
Swedish	1	353	15	1	339	10	2	692	25	
Total	548	150,452	10,639	88	38,556	1,333	636	189,008	11,972	...

No. III.—Return of Foreign Shipping engaged in the Direct and Indirect Trade at the Port of Civita Vecchia in the Year 1874.

Entered.

Nationality of Vessels.	Direct Trade.		Indirect Trade.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
American (U.S.)	..	..	2	817	2	817
Austrian	..	..	6	2,004	6	2,004
Dutch	1	145	5	3,397	6	3,542
French	1	144	359	123,351	360	123,495
Greek	..	..	6	978	6	978
Italian	2	569	114	20,748	116	21,317
Russian	..	..	1	650	1	650
Spanish	..	..	76	8,056	76	8,056
Swedish	1	321	2	671	2	992
Total	5	1,179	571	160,672	576	161,851

Cleared.

Nationality of Vessels.	Direct Trade.		Indirect Trade.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
American (U.S.)	..	..	1	486	1	486
Austrian	..	..	6	1,790	6	1,790
Danish	..	..	1	319	1	319
Dutch	..	..	4	2,921	4	2,921
French	..	..	360	123,583	360	123,583
Greek	..	..	5	835	5	835
Italian	..	..	115	17,055	115	17,055
Ottoman	..	..	1	120	1	120
Russian	..	..	1	650	1	650
Spanish	..	..	71	7,319	71	7,319
Swedish	..	..	2	692	2	692
Total	..	..	567	155,770	567	155,770

No. IV.—Return of Shipping employed in the Coasting Trade at the Port of Civita Vecchia in the Year 1874.

Nationality of Vessels.	Entered.			Cleared.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
Italian (exclusively)	1,098	141,567	14,757	1,086	144,529	14,499
Total	1,098	141,567	14,757	1,086	144,529	14,499

Imports at the Port of Civita Vecchia in the Year 1874.

Articles.		Quantity.		Value.	
		Number.	Kilos.	Lire.	£
Mineral waters	...	...	7,981	5,985	210
Wine and fermented liquids	Hectolitres	2,622	...	13,460	472
Ditto ditto	Bottles	37,854	...	101,530	3,563
Spirits and distilled liquids	Hectolitres	1,295	...	21,937	770
Ditto ditto	Bottles	15,718	...	26,720	938
Oils, olive and other	...	...	56,667	72,363	2,539
Ditto ditto mineral	...	...	485,330	242,764	8,518
Essences	...	...	381	1,257	44
Cocoa	...	...	6,427	9,640	338
Coffee	...	...	84,352	21,088	740
Cinnamon	...	...	955	3,501	123
Tea and spices	...	...	5,104	8,765	308
Molasses and syrups	...	...	1,713	680	24
Sugar	...	...	474,777	447,926	15,716
Gums and balsams	...	...	1,361	2,994	105
Bitumens in general (resins, turpentine, pitch, &c.)	...	...	200,769	22,137	777
Manna, opium, liquorice, &c.	...	...	2,019	1,615	57
Medicinals in general	...	...	4,717	14,377	504
Chemicals in general	...	...	222,037	74,491	2,614
Paint, colours, varnish, &c.	...	...	34,967	56,560	1,985
Dyeing materials in general	...	...	246,919	101,644	3,566
Wax, soap, mustard, &c.	...	...	8,359	92,465	3,244
Fruits, seeds, plants, herbs, &c.	...	...	4,124	2,828	99
Stearine candles	...	...	28,785	69,044	2,423
Game, meats, grease, and glue	...	...	5,328	5,959	209
Cheese	...	...	4,660	5,592	196
Fish, dried and salted	...	...	1,100,822	655,439	22,998
Animals (pigs)	...	3	...	180	6
Skins, fresh and tanned	...	14	25,200	107,437	3,770
Leathern boots, shoes, gloves, &c.	Pairs ...	484	8,168	8,168	287
Hemp, cordage, and linen textures of all kinds	...	...	8,490	39,794	1,396
Cotton and cotton textures of all kinds	...	...	45,924	340,102	11,933
Wool and woollen textures of all kinds	...	...	12,139	151,668	5,322
Silk and silken textures of all kinds	...	...	1,018	172,314	6,046
Cereals, flour, and paste	...	...	4,105,846	15,161,271	531,974
Wood, staves, and furniture	Number ...	36	5,185	8,121	285
Stationery and paper in general	...	...	23,248	90,661	3,181
Haberdashery, light goods, and hardware	Number ...	308	10,977	153,249	5,377
Machinery, agricultural, &c.	,, ...	1	154,424	280,065	9,827
Instruments, musical, optical, &c.	...	38	3,364	57,574	2,020
Metals in general	...	...	3,170,556	14,902,806	522,906
Jewellery, clocks, bronzes	Number ...	2	417	23,175	813
Marble and hard stones in general	,, ...	481	88,876	63,160	2,216
Bricks, tiles, and similar	,, ...	273,085	485,314	391,920	13,752
Sulphur	...	...	536	171	6
Coal and coke	...	...	20,393,504	15,196,752	533,219
Glass and crockery wares	Number ...	7,191	345,694	788,644	27,672
Cigars and tobacco	...	...	14	174	6
Totals	...	...	...	50,020,167	1,755,094

Notes.—The places of origin of imports are not registered.

The reduction into sterling has been calculated at the average exchange for the year, viz, 28·50 lire to the pound sterling.

Exports at the Port of Civita Vecchia in the Year 1874.

Articles.		Quantity.		Value.	
		Number.	Kilos.	Lire.	£
Wine	Hectolitres	163	...	1,189	42
	Bottles	24			
Oils, olive and other	...	...	1,043	16,688	586
Alum of all kinds	...	...	16,518	5,946	209
Dyeing materials	...	...	10,149	4,770	167
Game and dried meats	...	...	750	1,109	39
Manure	...	...	680	578	20
Cheese	...	...	12,524	25,048	879
Fat and grease in general	...	...	697	731	25
Skins, fresh and tanned	...	...	16,368	44,962	1,577
Wool and woollen textures of all kinds	...	...	231,810	1,046,763	36,728
Horsehair	...	...	2,412	7,236	255
Cereals	...	...	78,613	52,264	1,834
Charcoal	...	...	3,787,800	340,902	11,961
Staves (for casks)	Metres	9,912,050	...	11,381,267	399,343
Timber for building, and other	...	...	...	10,735	376
Empty casks	Number	2,050	...	10,250	360
Books (bound) and paper in general	...	...	1,885	7,540	265
Vegetable tow and rags	...	...	1,694	582	20
Iron ore	...	...	3,537,000	53,055	1,862
Gold and silver waste (sweepings)	...	...	7,809	1,500	53
Roman cement, bricks, tiles, and similar	...	...	577,668	229,666	8,058
Totals	...	...	...	13,242,781	464,659

Notes.—The destinations of exports are not registered.
The reduction into sterling has been calculated at the average exchange for the year, viz., 28·50 lire to the pound sterling.

FLORENCE.

Report by Consul Colnaghi on the Trade and Commerce of Piacenza, for the Year* 1874.

The Province of Piacenza is separated on the north by the river Po from the Lombard Provinces of Pavia, Milan, and Cremona; it is bounded on the west by the provinces of Pavia and Genoa; and on the south and east by the Provinces of Parma and Genoa. Its superficial area is 2,508 square kilos., of which about 1,000 square kilos. are mountain territory, one half of which is covered with woods in the proportion of five-sixths coppice to one-sixth full-grown trees; 508 square kilos. consist of lower hills, which, with another 1,000 square kilos. of fertile plain, are all, more or less, devoted to agriculture. The river Po, which is navigable, bathes the whole north frontier of the province for a length of 95 kilos. flowing from west to east.

The province is divided into two districts—Piacenza and Fiorenzuola d'Arda, and contained a population in 1861 of 218,569 souls, which had increased in 1871 to 225,775 souls. The chief town is the city of Piacenza, with a population in 1871 of 34,985 inhabitants, including 2,721 soldiers. Piacenza is situate on the right bank of the Po, from which it is distant about 400 metres; it is 66·27 metres above the sea level, and is surrounded by a wall, the lineal measurement of which is 7,015 metres.

The following roads traverse the territory of the province:—

	Kilos.
The North Italian Railway from Alessandria to Bologna, by the Emilian Way, and bi-furcating at Piacenza by the river Po in the direction of Milan, for a length of ..	56
The national road from Piacenza to Genoa by Bobbio, as far as the river Barberino, for .. .. (Other 12 kilos. have still to be made.)	42
Provincial roads	237
Communal roads	1,266
	1,601
To the above may be added mountain mule paths	1,152
Total	2,753

In 1828 the total estimated real revenue of the province was calculated—

	Lire.
For land at	5,864,367
houses	1,500,000
Total	7,364,367

* Relazione della Camera di Commercio ed Arti del Piacenza, nell' andamento del Commercio e delle Industrie del proprio distretto, anno 1872.

Annuario della Provincia di Piacenza. 1874.

Annuario delle Finanze. 1874.

Annuario della Istruzione Pubblica del Regno d' Italia pel 1873–74.

Ministero dei Lavori Pubblici. Relazione sulle Strade Comunali Obbligatorie per l' anno 1873. &c. &c.

I am happy to avail myself of this opportunity to acknowledge the great obligations I am under in compiling this report to Dr. Guiseppe Lanati, Secretary of the Chamber of Commerce of Piacenza.

Since then, the revenue of the land has been constantly increasing, except in the mountain district, which has suffered from the cutting down of the woods. At the present time the total landed revenue of the province may be calculated in round numbers at 12,000,000 lire.

The rateable revenue of the province in 1874 was calculated as follows :—

	Lire.	c.	Lire.	c.
Real—				
Land	5,848,445	04		
Houses	2,056,691	52		
			7,905,136	56
Personal			4,916,730	58
Total			12,821,867	14

In 1873, the payments to the Treasury, on account of direct and indirect national taxation (exclusive of the provincial and communal taxes), amounted to 6,743,621 lire 46 c., giving a quota of 29 lire 86 c. per head of the population.

Land is considered to yield a nett interest of 4½ per cent., and houses of 5 per cent. on their selling price.

The amount of mortgages in the province bearing interest, was, on the 31st of December, 1874, 59,050,072 lire, not bearing interest 18,376,187 lire 95 c , forming a combined total of 77,426,259 lire 95 c.,* or about 31 per cent. of the real property. Considering, however, that the total amount of mortgages, 18,376,187 lire 95 c., do not bear interest, and are for the greater part eventual, many of them, indeed, not being real debts, but guarantees for the payment of rent, &c. ; and that, moreover, owing to the carelessness of the mortgager, a certain number are not cancelled after the obligation is satisfied, the proportion between the value of the property and the amount of the real mortgage debt of the province may be taken at about 25 per cent.

The charitable institutions existing in the province number thirty-six, twenty of which are in the district of Piacenza, and sixteen in that of Fiorenzuola d'Arda ; they have a total income of above 1,000,000 lire.

Education.

For secondary classical instruction a royal lyceum and a gymnasium are established at Piacenza, and a communal gymnasium at Cortemaggiore. The gymnasium of Piacenza is maintained at the expense of all the communes of the province, and is placed on the footing of a government establishment. Technical instruction is carried out in a royal industrial and professional institute at Piacenza, which city also contains a technical school of the first class, another being established at Fiorenzuola d'Arda.

At Piacenza a female normal school, supported by the Provincial Administration, is well attended.

Elementary instruction was given, in the school year 1873–74, in 309 public schools, of which 131 were for boys, 86 for girls, and 92 mixed. The maximum number of pupils attending the schools, was—boys 6,114, and girls 5,683. In addition to the above, there

* On the 31st December, 1872, the mortgages were—

	Lire.	c.
Bearing interest	57,040,668	28
Not bearing interest	16,987,033	69
Total	74,027,701	97

were 69 private elementary schools, with a maximum attendance of 1,838 pupils (boys 748, girls 1,090); and 5 infant asylums, with 795 pupils (boys 392, girls 403).

In 1872, out of 1,732 marriage contracts, the parties to 60·22 per cent. were not in a position to affix their signatures.

Crime.

In 1873, 103 crimes against the person (of which six murders (omicidj), or attempts to murder), and 686 offences against property (of which 670 were rural and common thefts), giving a total of 789 offences, or one for every 287 inhabitants, were committed in the province. The position held by Piacenza with reference to the other 68 provinces of the kingdom of Italy was 58,* as regards crimes against the person, and 21 with reference to offences against property.

Agriculture.

Agriculture, the chief industry of the province, employing the largest amount of labour, has for some years past made real progress. The principal productions are wheat, Indian corn, and wine. Beans and other kinds of pulse, rice, oats, rye, chesnuts, potatoes, flax, hemp, fruit, vegetables, &c., although not without importance, must be considered as secondary products. The mulberry tree is extensively grown, and sustains a silk crop which is yearly increasing. The Agricultural Boards (Comizi Agrari) of Piacenza and Fiorenzuola d'Arda have promoted conferences, in which distinguished agriculturalists have diffused improved notions of farming operations generally, of the cultivation of the mulberry, the breeding of silkworms, and of the important manufacture of wine. The president of the Agricultural Board of Piacenza, Dr. Luigi Zangrandi may be mentioned for his devotion to the amelioration of agriculture. Machinery and improved implements for agricultural purposes are entering into general use, especially threshing machines, American ploughs, harrows, hay-cutters, &c. The rotation of crops is generally alternated in a manner to permit one half of the land under cultivation (exclusive of meadows) to be sown with wheat, one-fourth with Indian corn, and one-fourth with beans, so ordered that the beans and Indian corn occupy the same ground once every four years, while the wheat, which succeeds them, is grown on the same land every two years, with such modifications as the cultivation of other products may require. The cultivation of meadows is extending with the increase of stock and the profits attending the manufacture of cheese.

Game is not so plentiful as formerly, when there was abundance of all kinds. Regulations to prohibit, or limit, the right of shooting would render real service.

Landed properties on the hills are generally from 15 to 20 hectares in extent, and are cultivated on the metayer system. Estates on the plain average from 50 to 100 hectares, and are cultivated under the supervision of the owner, or let out to tenants for a money rent.

The average value of land is from 2,500 to 3,000 lire per hectare, except for irrigated meadow, the value of which is much greater.

The average wages of day labourers are from 2 to 4 lire during harvest, and from 1 to 1 lira 50 c. at other seasons. The condition of

* The order of merit increases from 1 to 69; 1 denoting the highest, and 69 the least number of crimes committed.

the peasantry on the whole is tolerable. Pellagra,* however, prevails, very probably from the too great use of Indian corn.

Table I.—Shewing the Average Annual Yield of some of the Principal Agricultural Products of the Province of Piacenza.

Product.	Average Annual Yield.		Observations.
Wheat	Hectolitres...	446,000	The quality of the wheat cultivated is the "Triticum hybernum." The little hard wheat grown is exported to Genoa for the manufacture of pastes. The yield is in the proportion of 5 for 1. The yield of Indian corn is in the proportion of 19 for 1. In average years the export of these two products (in equal parts) to other provinces (the Indian corn also to Switzerland) is 260,000 hectolitres, which, at 20 lire per hectolitre for the wheat and 9 lire for the Indian corn, gives a return of 3,770,000 lire to the province.
Indian corn ...	,,	472,500	
Beans	,,	67,000	Vicia faba.
Lentils and other pulse	,,	16,000	Including chick peas, French beans, vetches, &c.
Rye, oats, spelt ...	,,	35,000	Oats are exported to the neighbouring provinces.
Rice	... ...	...	Has been cultivated, under legal restrictions, in some communes for the last few years. It is of good quality, and can be grown to a profit, but its cultivation is the cause of complaints with regard to the public health.
Potatoes	... ...	...	Are grown chiefly in the mountain districts, where some excellent qualities have been imported by emigrants on their return from South America.
Chestnuts... ...	Myriagrams	120,000	Are plentiful on the mountains, though the trees do not receive proper care. They are exported, both green and dry, to Lombardy.
Fruits	,,	420,000	Good peaches, apricots, plums, cherries, figs, pears, apples, nuts, almonds, &c., are produced in abundance on plains and hills, as well as melons and water-melons, which are also good and largely cultivated.
Vegetables ...	... ...	...	Furnished in large quantities, are of good quality, and find a sale on the markets of Milan and Cremona. The asparagus of Monticelli d'Ongina is of good repute. There is a good trade in colza seed, which is also exported to foreign countries.
Hay	Quintals ...	350,000	A very important crop. With the extension of permanent and artificial meadows the number of cattle, which improve the productive force of the land, increases.
Other fodder ...	,,	550,000	... ...
Flax and hemp ...	... ...	...	The culture of flax is limited, and its product only serves for the wants of the families of the cultivators. It is inferior in length and fineness to the growth of the territories of Lodi and Cremona. The cultivation of hemp is much more restricted, and is only attended to in some parts of the Monticellese.
Grapes	Quintals ...	420,000	For some years past new vines of improved qualities are being planted; the cultivation is in constant progress, both for quality as well as quantity of product. It extends over the whole province, which, especially on the hills, offers localities very favourable to its production. At the vintage many Lombards buy grapes to make wine in their own provinces. As table grapes there is a fair trade in Verdolina and Colombana with Milan.
Wine	Hectolitres...	300,000	Calculated in proportion to the yield of grapes, not including the quantity exported to Lombardy.

Wine.—A great improvement has already taken place in the manufacture of wine, and now, generally speaking, great care is taken, both to make it well and see that it will keep, though much still remains to be done. For the above objects, the Comizio Agrario of the province has promoted the formation of a company to make wine on a large scale and after a rational method, with the view of establishing a type. Already several persons have essayed to export their wine to Egypt, England, and America; with time and perseverance it is to be hoped that their exertions, if not in the direction of England, for some time

* Pellagra is a skin disease, accompanied after a time by diarrhœa, and ending in suicidal mania—always drowning.

to come at least, with regard to Egypt and South America, may meet with success. Mr. G. Vecchia, of Ancarano, exhibited a white Trebbiano wine at the Turin Fair of 1872 which was greatly appreciated. Vino Santo (a sweet white wine) is an old established product of the province, and especially of the Communes of Bacedasco, Albarolo, Travo, and Travezzano. It is, however, only made in small quantities, selling at not less than 130 lire per hectolitre.

Table II.—Shewing the Approximative Number of Cattle, Sheep, &c., in the Province of Piacenza.

Animals.	Head.	Observations.
Bulls, cows, oxen, and calves	74,800	Of these, about 7,000 oxen, chiefly fattened, of the average value in 1872 of 500 lire each, were exported to Lombardy, Piedmont, and abroad.
Sheep and goats ..	52,000	
Swine	27,000	

I have no information as to the number of horses, &c., in the province.

The breeding of cattle is an important agricultural industry in this province; the breed now preferred in the plain is the Reggian, which has taken the place of the old Piacentine race. The Reggian cattle are well looking, strong, fit for labour, and easily fattened. In the mountain territory there is a beautiful special breed, smaller than the foregoing, and called, from its native district, Pontremolese. Another breed of oxen called Montano is also met with here and there on the plain, of grey colour, with long horns, strong, and robust.

The fattening of cattle is a branch of industry that has not been neglected, and the Piacentine fat beasts are of good repute. To support and encourage this useful industry, the Chamber of Commerce in 1861 established a money prize for the best fat ox exhibited at the August Cattle Fair at Piacenza, as well as other prizes for the best bulls. The provincial council later assumed the charge of these prizes, which are still given annually.

Sheep form an article of food in the province, and a small number are exported. Their wool, of good quality, is chiefly spun by the peasantry, or used for stuffing mattresses, &c.; a small part only is bought up for the woollen manufacture. As the Piacentine wool was once considered only slightly inferior to the Apulian, it might with proper attention become an important element of local wealth. The goats are pastured on the mountains, the kids are brought to the plain in the spring to be slaughtered, their skins, valued at 3 lire 50 c. each, are exported to other provinces and to France, where they are prepared for the manufacture of gloves. Swine are found in all parts of the province; the breed is black, with long ears, of African origin, robust, and suitable for being fattened. The hogs, under fattening, usually attain in a few months the weight of from 20 to 26 myriagrams. Many lean hogs are sold for export to the neighbouring provinces.

The plain and hill districts are rich in poultry, in which a good trade is done with Genoa and Milan; a large quantity of eggs being also sent to those markets. The turkeys succeed better on the hills than on the plain.

Apiculture is only beginning to meet with due attention. An apistical society has been established as a branch of the Milan Society, and good results have already ensued.

Cheese is a product of continually increasing importance. There are thirty-five dairy farms in the province at which cheese is made, each farm possessing on an average fifty cows, imported from Switzerland as better milkers than the native breed. In addition to the supply of milk at the dairies, many neighbouring farmers send in milk from their own cows, receiving in exchange a certain quantity of cheese. The system of cheese making is empirical, and a training school for the persons employed would be of great use. The quality made is the hard, or "da grana," known as Parmesan cheese. The cheeses are usually 45 centimetres in diameter, 16 centimetres in height, and weigh 25 kilos. They are of excellent quality, and are said to rival the cheeses of Lodi, and to be quite free from the musty smell which these latter sometimes acquire, if not kept with great care. The Piacentine cheese is exported, and it often happens that the whole product is sold to the proprietor of the Lodi dairy farms, whence it is sent abroad as the produce of that district. At the Paris Exhibition of 1867, Mr. A. Tacchini, of Piacenza, obtained one of the two silver medals granted to sixty Italian exhibitors in this section. The quantity of "grana" cheese made is about 130,000 kilos.; its wholesale price, when the spring or autumn fresh batch (sorte) is sold, is, on an average, 1 lira 30 c. per kilo. In two or three years it is resold, improved by age, retail at 3 lire 50 c. per kilo. Stracchino cheeses are also made of good quality, resembling those of Gorgonzola.

The mountain and hill districts also furnish a fair quantity of cheese, chiefly made with sheep and goats' milk. The best cream cheeses (ricotta) are those of Cogno San Bassano, Bardi, and Pecovara. Their average market price is 1 lire 50 c. per kilo.

Butter.—The produce of butter which was formerly imported from Lombardy, is now sufficient for the local consumption, and a small quantity even is exported. The total quantity of butter made in the province annually may amount on an average to 56,000 kilos.

Sugar Beet.—The project of establishing a manufactory of beetroot sugar in 1870, had no results except to show from experiments made that the soil of the province is adapted to produce this vegetable successfully.

Industry.

The centre of the industry and commerce of the province may still be said to be the city of Piacenza, although the octroi duties levied at its gates are gradually placing it at a disadvantage with the country communes which are still unburthened. While the arts most necessary to the wants and comforts of life are exercised, more or less successfully, in the province, those which constitute real productive industry, and which, by the export of their produce, enrich the country, still leave much to be desired. Industrial enterprizes are not, however, entirely neglected; they have received an impulse of late years and capital is beginning to turn more steadily than it previously did in the direction of manufacturing industry. The artizans are, in general, intelligent and capable, and were they but more willing and tractable, would only need direction to become first-class workmen.

Silk.—The silk production of this province has been greatly affected by the silkworm disease, as is shown by the following Table III. To maintain the yield at all, recourse has been had to foreign countries to procure healthy eggs, at no small cost to the cultivators, and now the yield of cocoons is produced almost entirely from eggs of the annual green Japanese breed, with a very small proportion of yellow Italian cocoons in parts where it has been possible to preserve the breed.

Table III.—Showing the yield of Cocoons, and the number of Spinning Mills in the Province of Piacenza, from the Year 1850 to the Year 1872, inclusive.

Year.	Weight of cocoons in Kilograms.	Average price of cocoons per kilogram (fractions omitted).	Number.			Quantity of Kilograms required to produce one Kilogram of silk.	Average price of Raw Silk per kilogram.	Observations.
			Of Mills	Of basins (caldaijole).	Of work-people, chiefly women.			
		Lire. c.					Lire. c.	
1850	96,710	3 19	33	327	699	12·820	61 40	
1851	171,217	2 98	34	409	882	11·353	55 12	The system of spinning most generally adopted is the "sans mariage à la tavelle." The silk is of excellent quality both for fineness and lucidity, as well as for elasticity and strength. The annual production is all exported, and generally sold on the market of Milan, which is the chief centre of trade.
1852	205,960	4 27	31	513	1,038	11·976	66 13	
1853	166,621	4 63	30	494	765	12·594	71 20	
1854	149,622	4 63	30	449	829	12·597	58 00	
1855	143,379	4 39	26	429	800	11·873	66 00	
1856	87,608	4 85	18	324	563	12·437	99 00	
1857	64,404	6 40	19	328	647	11·497	103 00	
1858	70,032	3 80	18	321	639	11·571	88 00	
1859	64,257	7 03	16	180	400	11·831	80 50	The number of spinning mills decreased with the diminution of the product of the cocoons, and the original number has not yet been re-attained; in part also the diminution is owing to the abolition of the customs barriers which formerly hemmed in the province, thus allowing the cocoons to be more easily exported.
1860	51,120	5 97	12	146	304	11·973	91 00	
1861	52,280	4 44	8	118	208	12·536	85 00	
1862	59,148	5 88	8	120	228	12·804	70 00	
1863	60,000	3 45	9	124	246	12·570	64 50	
1864	82,448	4 62	8	141	277	12·578	80 00	
1865	79,510	7 05	9	144	280	12·976	101 00	
1866	91,699	3 97	15	157	320	12·690	103 00	
1867	114,224	6 64	17	182	368	12·527	103 00	
1868	124,210	7 14	21	208	401	12·314	110 50	The plantations of mulberry trees yield a product in leaves of over 100,000 tons, sufficient for the cultivation of 330 kilograms of silkworms' eggs.
1869	161,340	5 77	20	204	395	12·673	112 00	
1870	160,000	5 12	22	212	418	13·156	99 00	
1871	181,944	3 75	21	204	398	12·544	85 00	
1872	189,224	6 21	22	212	417	12·727	110 00	

Silk throwing was carried on in Piacenza from early times, but fell into decay at a later period. In 1872, Mr. A. Poss, of Milan, established an important silk throwing and spinning mill at Piacenza in a building that had formerly served for a like purpose. The machinery, which has all the latest improvements, is worked by water power, but steam power is available when the water fails. A few months ago, Mr. Poss substituted for a six-horse power engine which he had imported from Germany, an engine of higher power constructed by Messrs. Sufler, of Milan.

In 1872, more than 300 women and girls were employed, and this number has since been increased to 500. The working hours are from eight to eight, with two hours rest in the middle of the day. The wages, which will rise as the workwomen improve in ability, are 50 c. per diem.

Cotton and Flax Manufacture.—The art of weaving cotton and flax is carried on by the peasantry in their cottages throughout the province. About 1830, the then Chamber of Commerce reported the number of hand looms at 8,000, worked for about four months in the year and producing chiefly cotton cloths, fustians, &c. Now the number of looms has decreased, because the peasant weavers cannot compete with the power looms; instead, therefore, of the old handlooms, fly shuttle looms have been introduced in small numbers, and a factory on this system has been established at Piacenza by Messrs. Isermini. Altogether the weaving of cotton may be considered to be gradually improving.

Table IV.—Showing the Principal Trades and Industries exercised in the Province of Piacenza.

Trades and Industries.	Number of Establishments.			Number of Persons employed.	Observations.
	In Piacenza.	In rest of Province.	Total.		
Dyeing works..	5	..	5	25	In the country every market borough has a small dye house. The plants for dyeing found in the province are malder (Rhus cotinus) and the "Genista tinctoria." The trade in general is decaying.
Preparation of leather ..	5	7	12	120	Wages, 1 lira 40 c. to 1 lira 80 c. and upwards. The local supply not sufficing, raw hides and skins are imported from America and Russia. The trade is in a satisfactory and progressive condition.
Glove making..	1	..	1	100	An industry new to the province, founded in 1870 for the purpose of using the kid skins formerly exported to France. The gloves made are considered of good quality.
Trunk maker	1	..	..	..	
Saddle and harness makers ..	..	..	..	75	
Boot and shoe makers in Piacenza	..	..	..	645	Of these, 235 are masters and 410 journeymen. In the country every village has its shoemaker and every town several.
Cabinet and furniture makers in Piacenza	..	..	..	432	*I.e.* 186 master cabinet makers and 246 journeymen. This industry has suffered greatly from the competition of Milan. The local cabinet makers cannot rival the Milanese in cheapness of production though they can hold their own in the better class of articles. Piacenza possesses excellent workmen. Capital and machinery only are required for this industry to prosper. The woods used are walnut, cherry and mahogany. The latter, with ebony, rosewood, &c., chiefly for veneering. In the country each village has a carpenter. The house carpenters are very good.
Wood carving..	..	..	..	..	Professor Guglielmetti and Signor L. Gregori are particularly distinguished in this art.

Trades and Industries.	Number of Establishments			Number of Persons employed.	Observations.
	In Piacenza.	In rest of Province.	Total.		
Gilding in Piacenza	..	..	..	20	The gilders of Piacenza have no reason to fear foreign competition. Signor G. Fagnola has established a trade in common gilt frame work, sold in slips, which promises to be successful.
Paper making	..	..	4	..	This manufacture is decaying. The mills now chiefly make common wrapping-paper, and about 1,700 tons of rags and other materials, owing to this falling-off, have to be exported.
Printing offices	6	1	7	63	The principal printing office in Piacenza employs 21 persons, and is well supplied with machine and hand presses, machinery for cutting, glazing, &c., and has recently been enlarged.
Lithographic establishments..	2	..	2	11	
Card making	3	..	3	25	
Fancy card-board box and bonbonnière maker	1	..	1	28	Mr. Fagioli, the owner and manager of this establishment sells his articles all over Italy, and has established a trade with America. His goods are remarkable for variety, good taste, and successful imitation of the objects represented.
Button factory	1	..	1	100	Established for the manufacture of buttons on a large scale. It had begun operations in 1872, but limited itself at first to bone, mother-of-pearl, and ivory nut buttons. The machinery is worked by water power, and by steam when the water fails.
Jewellers	5	..	5	64	The articles are made with 18-carat gold; the quantity of gold worked up per annum is about 135 kilos. In the country districts the dealers in jewellery also undertake repairs.
Workers in precious stones ..	2	..	2	..	Workers and dealers in precious stones, as distinguished from ordinary jewellers, have but little work to do.
Silversmiths	1	1	2	..	The above remark applies also to silversmiths.
Wax candle makers	..	..	5	..	The yellow wax employed is in part a product of the province, and in part imported. The wax candles, which are almost entirely used for purposes of public worship, are well made. The largest weigh from 15 to 20 kilos.

Trades and Industries.	Number of Establishments			Number of Persons employed.	Observations.
	In Piacenza.	In rest of Province.	Total.		
Tallow candle makers ..	1	..	1	..	The manufacture of tallow candles has suffered more than the wax from the introduction of new methods of lighting. The amount of tallow furnished at the slaughter-house of Piacenza is about 50,000 kilos. at 90 c. per kilo. The rest of the province may furnish an equal quantity. The greater portion of the tallow is bought up for the stearine candle manufactories of Milan and Turin.
Wooden match manufactory..	1	..	1	76	Of the workmen employed, 6 are men and 70 boys, the wages of the latter from 20 to 50 c. per diem. This establishment produces per annum 2,880,000 boxes of common wooden matches (each paper box containing 40 matches) of a total value of 28,000 lire,
Oil presses	2	..	2	..	The oils obtained (from linseed, walnut, Brassica napus, and grape stones) in the various presses spread over the province are of common quality. They serve the peasants for their lamps, and for oiling their carts, &c. The linseed oil is used by house painters and varnishers.
Photographic establishments	5	..	5	..	Portraits are chiefly executed at these establishments of large as well as of small dimensions, also reproductions of pictures, drawings, views, monuments, &c. The two principal are those of Gregori Brothers, and Mr. F. Sidoli.
Felt hat manufactories ..	..	..	..	41	This industry has not been able to compete with the manufactories of Monza and Biella. Piacenza has 17 master hatters, including dealers, in addition to the 41 journeymen noted above.
Glass ware manufactories ..	..	..	2	..	These factories are only at work for three or four months per annum, and the workmen come from Piedmont and Lombardy. The articles are made with paste formed from the fusion of broken glass. The furnaces have been improved of late, and moulds of wood and metal are now in use.
Manufactures of earthenware	3	..	3	25	Wages per diem, 1 lira 40 c. to 2 lire. The average annual production at the three potteries is calculated at 60,000 lire.
Brick and tile making ..	..	..	..	250	Wages per diem, 1 lira to 2 lire 50 c. There are kilns for brick and tile making in all parts of the province. The system is hand making, and with kilns of the old form. A circular kiln, on the Hoffman system, was erected a little before 1872 by Mr. A. Cattani; it makes 6,000 pieces per diem.

Trades and Industries.	Number of Establishments			Number of Persons employed.	Observations.
	In Piacenza.	In rest of Province.	Total.		
Roots for brushes	..	..	..	..	A small industry capable of extension. The "Pollinia Gryllus," which is abundant in the dry beds of the various torrents which traverse the province, furnishes this root, which is collected by the peasants in the slack season and sent to Bologna, Switzerland, and Paris to be made into brushes. The average length of the fibre is from 30 to 50 centimetres; the annual exportation 350 quintals, at 70 lire per quintal. If properly cleaned and prepared, the value of the roots would be greater.
Soap boiling	1	..	1	..	The best soap is made on a basis of natural or artificial soda with purified olive oil; the second quality with tallow, &c. The production per annum is about 10,000 kilos. The quality is good.
Iron foundries	1	1	2	60	Wages, 1 lira 80 c. to 3 lire 50 c. per diem. One foundry is at Galleana, near Piacenza, under the management of the owner, Signor U. Fioruzzi; the other in Piacenza itself. This industry, though not so flourishing as elsewhere, is able to hold its own, and receives commissions from other provinces. Both foundries are furnished with all that is necessary for casting iron, working and polishing articles cast, constructing machines, presses, water pipes, &c. Both possess a "cubilot" furnace, a centrifugal force ventilator, a powerful crane, &c.
Bell foundry	..	1	1	..	At San Nicolo, near Piacenza, managed by Lancani Brothers. About 1,000 kilos. of metal, composed of four parts of copper and one of fine tin (stagno), fused twice a year. For fusing metal, wood is used, 200 quintals for 400 kilos. of metal.
Copper mill	..	1	1	4	At Folignano. Mr. Roveda fuses annually about 25,000 kilos. of copper, composed for two-thirds of old and refused metal and one-third of new metal in pigs: the product is turned by the provincial coppersmiths into various domestic utensils. In the city there are 18 masters and 21 journeymen; in the rest of the province, 43 master and 42 journeymen coppersmiths.

Trades and Industries.	Number of Establishments			Number of Persons employed.	Observations.
	In Piacenza.	In rest of Province.	Total.		
Agricultural machine factory	1	..	1	..	A new factory is being established 1875) by Messrs. Riggi and Co. for making agricultural machines, especially threshing machines (hand and horse), as well as winnowing machines, ploughs, and harrows. This house has obtained a patent for a threshing machine, which receives a very rapid movement by means of straps (cingnie) instead of the usual cog wheels.
Nail making	2	2	4	20	Wages, 1 lira 20 c. to 1 lira 80 c. For making the nails, English iron in square rods is usually employed, and coke is used as fuel. The annual production of carpenter's nails may be 40,000 kilos.; of headless nails, 7,800 kilos.; of large-headed tacks (bulletle), 1,100 kilos.—all for local consumption.
Ox blood and bones	..	..	..	..	The public slaughter-house of Piacenza furnishes 24,000 kilos. per annum of ox blood, which was being collected in 1872 to extract the dry albumen for exportation to Germany and Switzerland, where it is used in photography and in the preparation of stuffs for printing. The residue of the blood forms an excellent manure. The bones of the animals are collected for exportation instead of being used in the province, the best in manufactures, the others as manure.
Fertilizing materials	..	..	..	..	A company formed for utilizing these materials, while contributing to the health of the city, procures great advantages to agriculture.
Gas works	..	..	..	..	A company for lighting the city of Piacenza was formed in 1856. The cost of the original plant, laid down by Mr. Reyer, of Lyons, was 350,000 lire. The gas is made exclusively from Newcastle coal. The price is 50 c. per cubic metre to private consumers; 38·25 c. per cubic metre to the Commune for lighting the public streets. In 1871 the Commune paid 28,000 lire for lighting the town. The private consumption is 100,000 cubic metres per annum.

Mineral Products.—Among the mineral products of the province are copper, iron, petroleum, lignite, marble, hone stones, lime, chalk, mineral waters, &c., which, if not all in a condition to yield a profit, are the subject of experimental studies, that, for some of them at least, may bear fruit in due season.

Copper and Iron Mines.—In the commune of Ferriere, about 48 kilos. from Piacenza, in the midst of the mountains and on the banks of the River Nura, there exists an iron mine, and 300 metres above it a copper mine. These mines, which at one time belonged to the State, were worked formerly, the extensive woods in the neighbourhood furnishing the fuel required; the yield, however, owing to want of capital and inferior management, was not more than 1,500 quintals of iron, difficult of transport from the want of roads, and 400 myriagrams of copper of good quality. In 1855, the mines passed into private hands and were neglected till 1872, when they were purchased by a Genoese Company, together with Monte Penna, covered with large beech woods. No works appear, however, to have been undertaken by the company since their acquisition of the mines.

Lignite —Above Bardi, lignite is met with in scattered masses, but it is not thought to be of any commercial value; researches are, however, being carried on.

Peat.—At Ciriano, a large quantity of peat is found, of which no use has yet been made.

Petroleum.—From a very early period deep wells (about 100 metres) were sunk at Montechiaro and at Montecchino to extract mineral oil. The yield has, however, always been of small importance. At the present time, Count L. Marazzani is prospecting on land purchased at Montecchino where the old wells are situate.

Stone Quarries.—Without speaking of the quality of marble which might be extracted at Fareneto, there is an excellent sandstone for building purposes above Bardi, at Bacedasco, at Monigliano, and at Missano. A large quarry of millstone is also met with at Cassano, on the right bank of the Nura, in the commune of Ponte dell' Olio, which is worked in circular blocks of various dimensions, and exported to other provinces and especially to Lombardy, which also receives the hone stones, of which a quarry of fine quality exists at Quadrelli.

Lime.—Limestone is found in abundance, being met with in all the torrents which traverse the province; the best is that of the torrent Trebbia. Lime is not exported now, as formerly, because strong cements are made elsewhere, while in this province the old methods of preparing the lime are still in use.

In this district are also found large gypsum beds of good quality, but they are all distant from the railway, the vicinity to which causes the quarry of Stradella in the neighbouring province of Pavia, to be preferred.

At the foot of Monte Santo, a large quantity of sulphate of soda, or glauber salt, exists.

Banks.

The banking establishments, founded since 1860, have given a great extension to all credit operations. The savings bank has consolidated its position on a firm basis, and the two working men's societies ("Di Mutuo Soccorso" and "Operaia"), which were set on foot, the first in June, 1857, and the second in October, 1861, stand well.

Branch of the National Bank of the Kingdom of Italy.—In 1873, the operations of the Piacenza branch were as follows: accounts

current—payments, 5,094,452 lire, receipts, 4,994,548 lire, number, 662; advances on securities—2,273,538 lire, number, 2,855; discounts—4,883,075 lire; bills payable to order—3,934,276 lire. The gross profits amounted to 80,322 lire, while the working expenses were 34,336 lire.

The cities with which Piacenza has her principal business relations are those of Genoa, Florence, Milan, Turin, Bologna, and Parma.

Savings' Bank (Cassa di Risparmio).—This institution was founded and provisionally furnished with capital by the administrators of the "Monte di Pietà" in 1861. Well managed, it has acquired credit and prosperity. In 1871, it had a reserve of 215,070 lire 91 c., with a balance sheet of 4,717,174 lire 60 c., formed of deposits and savings on the one side, and of loans, public funds, and Treasury bonds on the other. In 1872, the reserve was 287,481 lire 85 c., and the balance sheet, 5,955,991 lire 41 c.

Table V.—Showing the Sums deposited in the Savings' Bank of Piacenza during the Five Years 1867–1871 inclusive.

Classes.	Number of—		Sums Deposited.		Average amount of each Deposit.	
	Depositors.	Deposits.	Lire.	c.	Lire.	c.
Agriculturalists, proprietors, metayers (coloni)	201	1,940	1,490,287	76	772	83
Workmen and manufacturers (industriali)	429	3,674	562,840	10	153	12
Employés and professional men ...	224	2,179	1,150,507	62	528	00
Merchants...	190	2,697	1,486,742	98	552	25
"Rentiers" (Possidenti)	156	1,651	1,336,009	78	809	21
Various and unknown	469	3,282	2,236,414	46	681	42
Total	1,669	15,423	8,271,502	70	536	31

The principal aim of this institution is to benefit the poorer classes, but, at the same time, it performs the functions of a bank, placing and putting out at interest the sums deposited with it.

Banca del Popolo was founded at Piacenza in 1867, with a capital of 25,000 lire, divided into 500 shares of 50 lire each. It closed the year with a balance sheet of 79,435 lire 69 c., including 50,000 lire of small notes (of 1 lira and 50 c. each) put into circulation. In 1871, it increased its capital to 300,000 lire, 251,314 lire paid up, and in 1872, to 1,000,000 lire, of which 856,000 lire paid up. The balance sheet was 4,850,735 lire 91 c., and the shares had risen to 100 lire, or double their nominal value.

A branch of the Banca del Popolo, of Florence, which was established at Piacenza in 1869, ceased its operations within the last twelve months, at the same time as many other branch establishments of this bank.

The Working Man's Society (Società Operaia), founded in 1861 for purposes of mutual assistance and instruction, possessed, on the 1st of January, 1873 a total capital of 47,962 lire 19 c.

The "Società di Mutuo Soccorso," founded in 1857 solely for assisting its members in sickness and old age, had, at the same date, 850 members with a capital of 70,000 lire.

Weights and Measures used in the preceding Report.

Kilogram	= 2·20	lbs avoirdupois
Myriagram	= 22·04	„ „
Quintal	= 220·46	„ „
Italian ton	= 2204·62	„ „
Centimetre	= 0·39371	inches
Metre	= 39·3710	„
Kilometre	= 1093·6389	yards
Cubic metre	= 35·3174	cubic feet
Hectolitre (dry)	= 2·75	imperial bushels
Hectolitre (liquid)	= 22·01	„ gallons
Hectare	= 2·47	acres.

The rate of exchange may be taken at about 28 lire to the £ sterling.
100 centimes = 1 lira.

Florence, April, 1875.

MOROCCO.

SAFFI.

Report by Vice-Consul Hunot on the Trade and Commerce at the Port of Saffi for the Year 1874.

Imports.

The accompanying return of imports, compared with that of last year, shows a decrease in value of over 10,000*l.*, though in reality the trade has been fully equal to that of former years. The deficiency has been supplied by goods brought overland from other ports. The principal articles imported were Manchester cotton manufactured goods, and loaf sugar, most of the latter article coming direct from French ports in British ships.

Exports.

The return of exports also shows a decrease in value of over 170,000*l.*, which arises from the prohibition in the exportation of cereals, as well as a falling off in the supplies of other articles. There has been a great mortality among horned cattle, owing to the drought of last season.

Shipping.

The return for shipping also shows a decrease, which may be accounted for from what is stated above.

Saffi, March 28, 1875.

Return of British Shipping at the Port of Saffi in the Year 1873.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.								Cleared.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
48	33	81	11,606	7,978	19,584	958	£ 31,088	81	...	81	19,584	...	19,584	958	£ 71,000

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.								Cleared.							
Countries whence Arrived.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.	Countries to which Departed.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
Nil	...	...	...	...	...	...	...	...	Nil	...	...	...	...	...	...	...	...

Return of British and Foreign Ships at the Port of Saffi in the Year 1874.

Nationality of Vessels.	Entered.										Cleared.									
	With Cargoes.			In Ballast.			Total.			Invoice Value of Cargoes.		With Cargoes.			In Ballast.			Total.			Invoice Value of Cargoes.
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.			Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	
										£										£
Austrian ...	...	...	...	1	190	8	1	190	8	...	Austrian ...	1	190	8	...	...	...	1	190	8	2,100
British ...	48	11,606	567	33	7,978	391	81	19,584	958	31,088	British ...	81	19,584	958	...	...	...	81	19,584	958	71,000
French ...	12	3,506	166	...	...	...	12	3,506	166	18,502	French ...	12	3,506	166	...	...	...	12	3,506	166	7,029
Dutch ...	...	...	...	1	174	8	1	174	8	...	Dutch ...	1	174	8	...	...	...	1	174	8	1,800
German ...	...	...	...	4	481	24	4	481	24	...	German ...	4	481	24	...	...	...	4	481	24	4,500
Italian ...	...	...	...	1	161	9	1	161	9	...	Italian ...	1	161	9	...	...	...	1	161	9	1,421
Portuguese	...	...	...	2	148	15	2	148	15	...	Portuguese ...	2	148	15	...	...	...	2	148	15	1,300
Spanish ...	...	...	...	8	316	65	8	316	65	...	Spanish ...	8	316	65	...	...	...	8	316	65	5,675
Total ...	60	15,112	733	50	9,448	520	110	24,560	1,253	49,590	Total ...	110	24,560	1,253	...	...	...	110	24,560	1,253	94,825

Return of the Imports at the Port of Saffi in the Year 1874.

Names of Articles.	English Weights or Measures.	From Great Britain and Colonies.		From France.		Total.		
		Quantities.	Value.	Quantities.	Value.	English Weights or Measures.	Value. Quantities.	Value. English Money.
			£		£			£
Alum	Cwts.	42	110	..	..	Cwts.	42	110
Candles	„	..	..	96	192	„	96	192
Coffee	„	32	100	..	..	„	32	100
Cloves	„	8	26	..	..	„	8	26
Cotton manufactured goods	Bales	562	17,060	..	..	Bales	562	17,060
Ginger	Cwts.	34	102	..	..	Cwts.	34	102
Iron	„	3,350	1,675	..	..	„	3,350	1,675
Planks	Numbers	5,788	1,150	..	..	Numbers	5,788	1,150
Pepper	Cwts.	43	135	..	..	Cwts.	43	135
Superfine cloth	Bales	5	300	..	..	Bales	5	300
Sugar, refined in loaves	Cwts.	2,700	5,010	7,000	13,310	Cwts.	9,700	18,320
Tea	„	100	420	..	..	„	100	420
Spice	„	..	5,000	..	5,000	„	..	10,000
Total	..	..	31,088	..	18,502	..	..	49,590

Return of the Exports at the Port of Saffi in the Year 1874.

Names of Articles.	English Weights or Measures.	To Great Britain and Colonies.		To France.		To Spain and Colonies.		Total.		
		Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	English Weights or Measures.	Quantities.	Value.
			£		£		£			£
Almonds	Cwts.	1,440	2,700	..	..	..	..	Cwts.	1,440	2,700
Beans	Quarters	2,500	3,800	..	..	500	800	Quarters	3,000	4,600
Beeswax	Cwts.	200	1,003	111	552	..	..	Cwts.	310	1,555
Canary seed	,,	6,000	12,000	2,000	4,000	..	..	,,	8,000	16,000
Cummin seed	,,	1,000	600	..	..	..	..	,,	1,000	600
Gum	,,	3,000	3,171	500	529	..	..	,,	3,500	3,700
Hair, goat's	,,	120	360	..	..	..	..	,,	120	360
Hides	,,	50	113	100	227	..	..	,,	150	340
Maize	Quarters	13,000	19,500	..	..	1,800	2,700	Quarters	14,800	22,200
Olive oil	Cwts.	14,626	25,585	..	..	..	..	Cwts.	14,626	25,585
Pease	Quarters	..	..	..	..	1,450	2,175	Quarters	1,450	2,175
Wool, in grease	Cwts.	245	510	..	..	..	..	Cwts.	245	510
,, washed	,,	3,000	12,779	404	1,721	..	..	,,	3,404	14,500
Total	..	..	82,121	..	7,029	..	5,675	..	..	94,825

NAVIGATORS' ISLANDS.

SAMOA.

Report by Acting Consul Williams on the Trade of the Navigators' Islands for the Year 1874.

Trade and Commerce.

There has been a fair amount of business done during the past year, and it would have been much more but for certain fines the natives had to pay.

Captain Simpson, of H.M.S. "Blanche," awarded a fine of 1,320 dol. against the natives for damages sustained by British subjects during the last war; also Captain Von Rubnitz, of the German ship-of-war "Arcona," the amount of 14,795 dol. 50 c., which, I believe, has also been paid.

There has been a fair export of copera (dried cocoa-nuts) to Hamburgh, a little to San Francisco and the colonies, also a small quantity of cocoa-nut oil.

Shipping and Casualties.

The following will show the number of vessels which have visited this port during the past year:—

	Tons.
H. M. S. "Blanche"	..
29 English vessels	2,668
German ship of war "Arcona"	..
39 German vessels	17,560
6 United States of America	1,049
French ship of war "L'Hermite"	..
1 Tahiti under French protectorate	15
2 Tongese	42
Total	21,334

It is reported that the schooner "Lucia," built last year at Payo Payo, Tutuila, is a total wreck, but the owner has not sent me any particulars.

Agriculture.

The wet season setting in early this year has ruined the whole of the second crop of cotton, which was ready for picking.

It is said by one or two of the cotton planters that they will substitute Kidney cotton for the Sea Island.

Coffee is being planted, also sugar-cane.

Industries.

None at all among the natives. There is an oil factory started on the east end of this island, the oil being extracted from the cocoa-nut by a certain process which is kept secret. I do not think the business has proved a success.

Two small vessels were built during the year, one about 16 the other 26 tons, the frameworks of native woods, planking, &c., Kami pine.

Remarks.

The term for the Taimua of Samoan Government expired on the 21st August last, and they have not elected a new Taimua, as there is a great talk of having two kings, Muleitou Laupipa and Tupua. The latter is not related in any way to the Muleitou family, but he is a chief of very high rank. The question regarding these kings will be decided very shortly.

The natives are very disappointed that the United States' Government have not answered in any way their petition for a protectorate.

I am afraid the trade on this group will not increase unless some foreign Government takes these islands.

The tax collected last March amounted to about 14,000 dol., being 1 dol. on each male that can work.

The foreign population of Samoa is—

Englishmen	75
Americans	22
Germans	33
French	19
Swedes	5
Foreign natives	200
Portuguese	2
Spaniards	1
Danes	1
Chinese	4
Imported labourers	475

I only took the heads (male) of a family. I cannot obtain the correct number of Samoans, but hope to have it very shortly, as the missionaries have taken the census this year, but it is not made known.

Apia, Upolu, January 1, 1875.

NETHERLANDS.

AMSTERDAM.

Report by Consul Newnham on the Trade and Navigation of the Netherlands for the Year 1874.

On reviewing the business transacted in 1874 it will appear that, though there was in some articles a pretty fair amount of activity, the results obtained were far from satisfactory, for towards the close of the year prices were much lower than at the commencement, and the speculations that were entered into were not often successful. Besides which, the commerce of Amsterdam stands more in want than ever of the shorter and more direct communication with the North Sea, which was begun some years ago, but which unfortunately, being a private undertaking, has met with many difficulties and much opposition, retarding its progress and completion. There was, however, at the end of the year a prospect of the canal being provisionally opened in the early part of 1876 for vessels drawing about 18 feet of water.

Shipping and Navigation.

Comparative Statement of the Arrivals and Departures of Netherlands and Foreign Vessels at Amsterdam during the Years 1870, 1871, 1872, 1873, and 1874, distinguishing Sailing Vessels from Steamers.

Arrivals.

1870.

Nationality.	Sailing Vessels.		Steamers.		Totals.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Netherlands ..	462	127,813	161	60,698	623	188,511
Foreign	514	151,980	160	64,618	674	216,598
Totals ..	976	279,793	321	125,316	1,297	405,109

1871.

Nationality.	Sailing Vessels.		Steamers.		Totals.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Netherlands ..	472	142,159	186	69,332	658	211,491
Foreign	749	227,057	213	88,764	962	315,821
Totals ..	1,221	369,216	399	158,096	1,620	527,312

1872.

Nationality.	Sailing Vessels.		Steamers.		Totals.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Netherlands ..	419	133,936	192	82,193	611	216,129
Foreign	536	186,130	182	69,011	718	255,141
Totals ..	955	320,066	374	151,204	1,329	471,270

1873.

Nationality.	Sailing Vessels.		Steamers.		Totals.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Netherlands ..	402	123,396	191	87,564	593	210,960
Foreign	483	163,568	207	95,524	690	259,092
Totals ..	885	286,964	398	183,088	1,283	470,052

1874.

Nationality.	Sailing Vessels.		Steamers.		Totals.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Netherlands ..	381	123,911	194	101,144	575	225,055
Foreign	495	163,479	239	100,263	734	263,742
Totals ..	876	287,390	433	201,407	1,309	488,797

DEPARTURES.

1870.

Nationality.	Sailing Vessels.		Steamers.		Totals.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Netherlands ..	472	122,694	165	61,839	637	184,533
Foreign	546	154,628	158	63,772	704	218,400
Totals ..	1,018	277,322	323	125,611	1,341	402,933

1871.

Nationality.	Sailing Vessels.		Steamers.		Totals.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Netherlands ..	522	150,693	180	68,799	702	219,492
Foreign	808	238,269	210	88,970	1,018	327,239
Totals ..	1,330	388,962	390	157,769	1,720	546,731

1872.

Nationality.	Sailing Vessels.		Steamers.		Totals.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Netherlands ..	447	132,459	192	81,904	639	214,363
Foreign	597	191,306	180	67,763	777	259,069
Totals ..	1,044	323,765	372	149,667	1,416	473,432

1873.

Nationality.	Sailing Vessels.		Steamers.		Totals.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Netherlands ..	434	133,918	180	81,112	614	215,030
Foreign	520	167,599	206	95,482	726	263,081
Totals ..	954	301,517	386	176,594	1,340	478,111

1874.

Nationality.	Sailing Vessels.		Steamers.		Totals.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Netherlands ..	406	127,324	193	97,721	599	225,045
Foreign	516	168,830	240	101,137	756	269,967
Totals ..	922	296,154	433	198,858	1,355	495,012

COMPARATIVE Statement of the Arrivals of Netherlands and Foreign Steamers at Amsterdam during the Years 1870, 1871, 1872, 1873, and 1874, showing the Countries whence they came.

1870.

Coming from	Netherlands.		Foreign.		Totals.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Great Britain	2	784	131	49,460	133	50,244
Prussia..	46	18,977	10	6,004	56	24,981
Hamburgh	57	17,569	..	..	57	17,569
France	14	4,210	2	776	16	4,986
Mediterranean.. ..	13	8,207	..	..	13	8,207
Russia	19	7,998	13	6,341	32	14,339
Sweden and Norway ..	1	296	..	..	1	296
Denmark	2	597	1	94	3	691
Bremen	6	1,463	..	..	6	1,463
Danube	..	..	2	1,387	2	1,387
Belgium	..	..	1	556	1	556
Spain	1	597	..	..	1	597
Portugal	..	..	..	..	..	..
Austria..	..	..	..	..	..	..
Turkey..	..	..	..	..	..	..
British India	..	..	..	..	..	..
Java and Sumatra ..	..	..	..	..	..	..
Coasting	..	..	..	..	..	..
Totals	161	60,698	160	64,618	321	125,316

1871.

Coming from	Netherlands.		Foreign.		Totals.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Great Britain	2	782	150	53,415	152	54,233
Prussia..	46	18,516	20	10,569	66	29,085
Hamburgh	63	21,437	..	..	63	21,437
France	19	5,763	4	2,376	23	8,139
Mediterranean ..	14	8,622	1	770	15	9,392
Russia	18	8,772	14	7,079	32	15,851
Sweden and Norway ..	1	441	6	1,532	7	1,973
Denmark	5	1,618	1	132	6	1,750
Bremen	17	2,822	..	..	17	2,822
Danube	..	..	16	11,964	16	11,964
Belgium	1	559	..	..	1	559
Spain	..	..	..	..	..	..
Portugal	..	..	..	..	..	..
Austria	..	..	1	891	1	891
Turkey..	..	..	..	..	..	..
British India	..	..	..	..	..	..
Java and Sumatra ..	..	..	..	..	..	..
Coasting	..	..	..	..	..	..
Totals	186	69,332	213	88,764	399	158,096

1872.

Coming from	Netherlands.		Foreign.		Totals.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Great Britain	4	1,473	152	55,509	156	56,982
Prussia..	54	21,473	3	1,480	57	22,953
Hamburgh	64	22,478	..	..	64	22,478
France	22	6,268	..	..	22	6,268
Mediterranean ..	15	8,543	..	..	15	8,543
Russia	8	4,339	9	5,566	17	9,905
Sweden and Norway ..	5	1,989	14	3,428	19	5,417
Denmark	2	584	..	..	2	584
Bremen	6	1,407	..	..	6	1,407
Danube	1	516	1	755	2	1,271
Belgium	1	143	..	..	1	143
Spain	..	..	..	..	..	..
Portugal	..	..	1	253	1	253
Austria..	..	..	..	..	..	..
Turkey..	2	1,124	..	..	2	1,124
British India	..	..	2	2,020	2	2,020
Java and Sumatra ..	5	10,699	..	..	5	10,699
Coasting	3	1,157	..	..	3	1,157
Totals	192	82,193	182	69,011	374	151,204

1873.

Coming from	Netherlands.		Foreign.		Totals.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Great Britain	2	660	130	51,068	132	51,728
Prussia	36	15,898	18	9,164	54	25,062
Hamburgh	60	21,275	5	1,750	65	23,025
France	35	9,855	..	..	35	9,855
Mediterranean ..	13	6,802	..	..	13	6,802
Russia	21	10,200	14	8,107	35	18,307
Sweden and Norway ..	1	471	22	5,802	23	6,273
Denmark	1	254	..	..	1	254
Bremen	9	2,263	..	..	9	2,263
Danube	..	..	2	1,364	2	1,364
Belgium	..	..	..	..	..	..
Spain	2	1,179	2	537	4	1,716
Portugal	..	..	..	..	..	..
Austria	..	..	..	..	..	..
Turkey	..	..	..	..	..	..
British India	..	..	1	1,399	1	1,399
Java and Sumatra ..	9	18,093	12	16,165	21	34,258
Coasting	2	614	1	168	3	782
Totals	191	87,564	207	95,524	398	183,088

1874.

Coming from	Netherlands.		Foreign.		Totals.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Great Britain	3	1,754	140	48,684	143	50,438
Prussia	45	18,584	22	10,496	67	29,080
Hamburgh	55	17,775	2	700	57	18,475
France	24	7,265	..	..	24	7,265
Mediterranean ..	10	6,172	..	..	10	6,172
Russia	29	13,861	37	21,622	66	35,483
Sweden and Norway ..	..	..	27	6,777	27	6,777
Denmark	1	172	2	241	3	413
Bremen	7	1,577	1	265	8	1,842
Danube	..	..	2	1,215	2	1,215
Belgium	..	..	..	..	..	..
Spain	1	516	1	256	2	772
Portugal	..	..	..	..	..	..
Austria	..	..	..	..	..	..
Turkey	1	563	..	..	1	563
British India	..	..	..	..	..	..
Java and Sumatra ..	18	32,905	5	10,007	23	42,912
Coasting	..	..	..	..	..	..
Totals	194	101,144	239	100,263	433	201,407

COMPARATIVE Statement of the Departures of Netherlands and Foreign Steamers from Amsterdam during the Years 1870, 1871, 1872, 1873, and 1874, showing the Countries whither they were bound.

1870.

Bound to	Netherlands.		Foreign.		Totals.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Great Britain	3	1,374	146	59,089	149	60,463
Prussia	44	17,579	2	1,019	46	18,598
Hamburgh	57	17,807	1	312	58	18,119
France	13	4,084	1	464	14	4,548
Mediterranean ..	14	8,587	..	..	14	8,587
Russia	16	7,219	1	174	17	7,393
Sweden and Norway ..	6	1,927	4	983	10	2,910
Denmark	5	1,657	1	707	6	2,364
Bremen	6	1,442	..	..	6	1,442
Italy	..	..	..	..	..	..
Belgium	..	..	2	1,024	2	1,024
Java and Sumatra ..	1	163	..	..	1	163
Portugal	..	..	..	..	..	..
Turkey	..	..	..	..	..	..
Spain	..	..	..	..	..	..
Austria	..	..	..	..	..	..
Coasting	..	..	..	..	..	..
Totals	165	61,839	158	63,772	323	125,611

1871.

Bound to	Netherlands.		Foreign.		Totals.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Great Britain	..	..	190	81,759	190	81,759
Prussia..	54	21,926	6	1,618	60	23,544
Hamburgh	62	20,983	1	97	63	21,080
France	18	6,365	..	..	18	6,365
Mediterranean ..	16	10,636	..	..	16	10,636
Russia	12	5,168	..	..	12	5,168
Sweden and Norway ..	2	599	9	3,138	11	3,737
Denmark	1	616	1	415	2	1,031
Bremen	14	2,311	..	..	14	2,311
Italy	..	..	1	736	1	736
Belgium	..	..	2	1,207	2	1,207
Java and Sumatra ..	..	..	..	..	..	..
Portugal	..	..	..	..	..	..
Turkey..	..	..	..	..	..	..
Spain	..	..	..	..	..	..
Austria	..	..	..	..	..	..
Coasting	1	195	..	..	1	195
Totals	180	68,799	210	88,970	390	157,769

1872.

Bound to	Netherlands.		Foreign.		Totals.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Great Britain	3	1,716	160	62,194	163	63,910
Prussia..	47	18,578	2	451	49	19,029
Hamburgh	65	22,617	..	..	65	22,617
France	23	6,125	1	459	24	6,584
Mediterranean ..	19	10,461	..	..	19	10,461
Russia	13	5,805	..	..	13	5,805
Sweden and Norway ..	4	1,125	15	3,952	19	5,077
Denmark	7	2,529	..	..	7	2,529
Bremen	3	693	2	707	5	1,400
Italy	1	516	..	..	1	516
Belgium	..	..	..	..	..	..
Java and Sumatra ..	5	10,099	..	..	5	10,099
Portugal	1	441	..	..	1	441
Turkey..	1	1,199	..	..	1	1,199
Spain	..	..	..	..	..	..
Austria	..	..	..	..	..	..
Coasting	..	..	..	..	..	..
Totals	192	81,904	180	67,763	372	149,667

1873.

Bound to	Netherlands.		Foreign.		Totals.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Great Britain	3	1,379	171	84,270	174	85,649
Prussia..	32	12,718	1	449	33	13,167
Hamburgh	55	18,344	5	1,750	60	20,094
France..	32	8,988	..	..	32	8,988
Mediterranean ..	10	6,030	..	..	10	6,030
Russia	17	8,042	4	1,887	21	9,929
Sweden and Norway ..	3	1,471	25	7,126	28	8,597
Denmark	8	3,577	..	..	8	3,577
Bremen	9	2,077	..	..	9	2,077
Italy	..	..	..	..	..	..
Belgium	..	..	..	..	..	..
Java and Sumatra ..	8	16,264	..	..	8	16,264
Portugal	..	..	..	..	..	..
Turkey	2	1,659	..	..	2	1,659
Spain	1	563	..	..	1	563
Austria	..	..	..	..	..	..
Coasting	..	..	..	..	..	..
Totals	180	81,112	206	95,482	386	176,594

1874.

Bound to	Netherlands.		Foreign.		Totals.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Great Britain	9	8,457	184	80,243	193	88,700
Prussia..	44	18,860	10	3,909	54	22,769
Hamburgh	56	18,208	3	795	59	19,003
France..	24	7,606	2	1,150	26	8,756
Mediterranean ..	8	5,115	..	..	8	5,115
Russia	27	12,181	2	896	29	13,077
Sweden and Norway ..	..	..	36	9,946	36	9,946
Denmark	2	344	..	..	2	344
Bremen	6	1,371	1	310	7	1,681
Italy	..	..	..	..	..	..
Belgium	..	..	..	..	..	..
Java and Sumatra ..	11	21,149	2	3,888	13	25,037
Portugal	1	441	..	..	1	441
Turkey	3	2,513	..	..	3	2,513
Spain	1	516	..	..	1	516
Austria	1	960	..	..	1	960
Coasting	..	..	..	..	..	..
Totals	193	97,721	240	101,137	433	198,858

It appears from the foregoing statements that, compared with 1873, there was an increase both in the arrivals and departures of Dutch and foreign steamers; further, a decrease in the number and a slight difference in the tonnage of Dutch sailing vessels that arrived at, and a falling off both in the number and tonnage of those that cleared from Amsterdam; and lastly, an improvement in the number, but a little decline in the tonnage of foreign sailing vessels arriving at, and a decrease in the number, but an increase in the tonnage of foreign sailing vessels clearing from Amsterdam.

On comparing the totals, it is evident that in 1874 there was some little improvement. In general there was an increase in the arrivals from Prussia, Russia, Sweden, the United States, and Surinam, and in the departures to Bremen, Prussia, Norway, Great Britain, Java, and Sumatra. On the other hand there was a decrease in the arrivals from Great Britain, France, Italy, British India, and Java, and in the departures to Hamburgh, Denmark, the Baltic, France, and Buenos Ayres.

The total number of vessels belonging to the port of Amsterdam on the 31st December, 1874, was as follows.—

	Number.	Tonnage.
Sailing vessels	182	96,259
Steamers	46	59,951
Total	228	156,210

That is, three vessels less, but 21,693 tons more than at the same period in the previous year.

Trade and Commerce.

The following details relate to the imports, exports, and fluctuations of the most important articles of commerce during the year 1874:—

Coffee.—The year was a remarkable one for this article. The good opinion which was shown at the close of 1873 was well kept up in the early part of 1874, and prices rose rapidly from 65 c. to 72 c. per half kilo,* a figure unattained since 1823. Transactions for home consumption as well as for exportation, and particularly for speculation and floating cargoes, were very considerable, and even greater than might have been expected, considering the calm that has of late years prevailed. So firmly was confidence established that it seemed as if the predicted price of 80 c. would be exceeded, and be merely a step to a further rise. The very first sale, however, held by the Netherlands Trading Company on the 16th of February, showed the fallacy of these expectations, for good ordinary did not fetch more than 71 c., although the average market price was 72 c. Shortly after this auction it became known that about 800 bags had been disposed of at 64 c.; and when the same lot again changed hands two or three days later at 68 c., such a mistrust was created that when the estimates for the March sales were published the general conviction was that 64½ c. for good ordinary would not be obtained. But what was the general

* 60 c. are equivalent to 1*s.*, and 100 c. (a florin or guilder) to 1*s.* 8*d.* sterling. A kilo, or Netherlands pound, is equivalent to 2 lbs. 3 oz. avoirdupois.

surprise when the first lots of good ordinary were allowed to go at the said sales for 50 c.—that is, 14½ c. below taxation! After that the surprise had somewhat subsided, matters began to mend, and the following lots fetched 55 c. It is probable that if the market had been allowed to follow its natural course a healthier result would have ensued, but prices soon rose to 59 c. in consequence of speculation to fall as rapidly to 50 c. After this there was a continual fluctuation in the market; the November sales went off below taxation, and it was not until the end of the year that the market began slowly to recover itself, in the hope that a brisker business might ensue in the coming year. Good ordinary was quoted in December at 56 c.

COMPARATIVE Statement of the Imports of Coffee during the last Five Years.

	1870.		1871.		1872.		1873.		1874.	
	Bags.	Casks.	Bags.	Casks.	Bags.	Casks.	Bags.	Casks.	Bags.	Casks.
By the Netherlands Trading Company	920,674	..	1,042,145	..	523,481	..	882,389	..	728,265	..
By private merchants—										
East Indies	226,348	1,454	281,606	1,604	222,516	794	271,363	1,753	301,460	..
West Indies	218	45	2,513	11	874	..	3,635	135	33,052	..
Totals	1,147,240	1,499	1,326,264	1,615	746,871	794	1,157,387	1,888	1,062,777	..

COMPARATIVE Statement of the Stock on Hand on the 31st December, 1870, 1871, 1872, 1873, and 1874.

	1870.		1871.		1872.		1873.		1874.	
	Bags.	Casks.	Bags.	Casks.	Bags.	Casks.	Bags.	Casks.	Bags.	Casks.
Netherlands Trading Company ..	268,994	..	420,219	..	209,747	..	332,295	..	253,420	..
On warrants	198,542	..	179,812	..	124,408	..	83,915	..	71,982	..
Private merchants—										
East Indies	35,700	..	73,000	..	44,500	..	28,200	..	66,114	..
West Indies	3,850	..	..	..	..	..	..	..	2,400	..
Totals	507,086	..	673,031	..	378,655	..	444,410	..	393,916	..

Tea.—It is a notable fact that whilst the imports and exports of tea are annually on the increase, the amount of business in this article does not augment in the same proportion. This observation refers more particularly to the China produce, of which several sales were held during the year, but owing to the want of speculation these repeated auctions had the effect of depressing the market. The consumption of China tea was satisfactory, and the deliveries for home use increased and reached a figure unknown for some years. This was partly attributable to the state of this market, where prices were almost invariably lower, or at least equal to those at London.

The Java tea that was offered at the March sales went off easily, but for the most part at low prices. In July upwards of 2,800 quarter chests were disposed of by tender at prices unknown to the public, but many sorts at prices above those of March. Since this period there was a more lively demand, and the autumn sales produced better prices, excepting for green tea, for which purchasers could be found only at a much lower figure.

COMPARATIVE Statement of the Imports of Tea during the last Five Years.

Qualities.	1870.	1871.	1872.	1873.	1874.
	¼-Chests.	¼-Chests.	¼-Chests.	¼-Chests.	¼-Chests.
China tea	38,989	18,204	24,649	16,265	21,178
Java „	40,584	35,134	46,432	43,620	51,985
Japan „	..	..	..	..	..
Totals	79,573	53,338	71,081	59,885	73,163

Sugar.—In a general point of view the prevailing tone of the market during the past year was languid, and although the statistics of this article do not show any marked decrease either in the imports or exports as compared with those of the preceding year, yet the course of business, both with respect to trade and industry, was for the most part very unsatisfactory, every periodical improvement having been succeeded by disappointment. Neither the abolition of the duties in England nor the more favourable statistics, nor even the considerable diminution of the bonded stock at the principal European markets, were adequate to bring about a durable amelioration.

Among the causes that have generally had an unfavourable influence on the sugar trade, must be mentioned in the first place the continued languor and want of the spirit of enterprise, consequent partly on the effects of the panic in America, and on the severe losses sustained in previous years in various branches of commerce. Among the causes that have more specially depressed the sugar market both here and elsewhere, the unusual large bonded stocks that encumbered European markets during the first six months must be considered as the principal; besides which, Dutch merchants and refiners had to contend with the increasing difficulty of competing with French refiners in the export of this article, owing to the great protection the latter enjoy from their Government. Moreover, since the abolition of the differential duties, as well as the provisions of the law rendering it obligatory to deliver Java sugar to the Government for consignation to the Netherlands, the industry of this country, dependent for the most part on exports, the home consumption being very limited, has

lost the two principal means of protection that formerly contributed so largely to its support. Added to this, the Suez Canal, through which the Mediterranean ports have been brought so much nearer to India than the ports in the north of Europe, has diverted the trade into other channels, whilst the rapid development of the cultivation of sugar in Egypt enables that country more and more to supply its own wants.

The imports of Java sugar exceeded those of 1873, whereas the quantity of beet-root sugar that arrived was considerably lower than in the preceding year.

The exports of raw sugar were pretty nearly the same in the aggregate as in 1873. A larger quantity was sent to Belgium, whilst the exports to England were 4,000,000 kilos. less than in the previous year. The exports of refined sugar sustained a slight diminution. In consequence of the competition with France, there was a marked decrease in consignments to England, which was partly equalized by the larger exports to Russia.

The market opened feebly at about 1½ fl. under the prices quoted in November of the previous year, and shortly afterwards experienced a further fall in consequence of the large imports and the limited demands for refined. Beet-root sugar fell to 26 fl. per 100 kilos., and Java sugar to from 3 fl. to 3¼ fl. below November prices, notwithstanding a pretty regular demand for good Java sorts for Belgium and Northern Europe. In the latter end of March the market became firmer, consequent on a demand for Russia and the Mediterranean ports, so that a brisk business ensued in April with a rise of about 1½ fl. Unfavourable news concerning the crop in Cuba and Brazil, and the expectation of the favourable results from the total abolition of sugar duties in England contributed to this better tone in the market. But when this expectation was not realized, and both the English and American markets remained depressed, chiefly through large stocks, it resumed its feeble tendency, and Java sugar again fell to from 2 fl. to 2½ fl. under November prices. It was only for ordinary brown sorts that there was a constant demand for exportation, so that the prices of such qualities not only kept up, but even experienced some little improvement.

In August there was a brisk business in Java sugar for exportation at from 1¼ fl. to 1½ fl. below November prices. The Netherlands Trading Company's first sale on the 27th of August did not quite come up to what was expected, particularly as to middling and white sorts.

In September, however, the considerable diminution of the stock on hand, caused by very large deliveries and smaller imports than usual, began to attract attention and to awaken a speculative movement in the market, so that the prices of raw as well as of refined sugar underwent an amelioration. But this improvement did not last long, and had already disappeared in October in consequence of favourable reports of the beet-root crop in France, large quantities of which were offered in England on delivery. It is true that the export of some lots of sugar from England to America, thereby diminishing the European stock, now and then brought about more confidence, but this was not sufficient to awaken a permanent improvement.

The second auction in November went off at about the same prices as in November of the previous year, and since that period the quotations were merely nominal.

Molasses.—There was nothing imported from Havana this year, owing to the continued high rate of duty. The imports from Surinam amounted to 1,037 casks, which were easily sold.

In January good qualities were quoted at 20 fl. per 100 kilos., but rose to 27 fl. in the course of the year.

COMPARATIVE Statement of the Imports of Raw and the Exports of Raw and Refined Sugar during the last Five Years.

	1870.	1871.	1872.	1873.	1874.
	N. Pounds.	N. Pounds.	N. Pounds.	N. Pounds.	N. Pounds.
Imports, raw	109,500,000	105,900,000	100,500,000	89,300,000	87,400,000
Exports, ,, ...	25,754,000	24,997,000	19,944,000	27,877,000	26,602,000
,, refined	93,726,900	105,378,400	100,238,500	87,131,000	83,053,000

COMPARATIVE Statement of the Qualities and Quantities of Refined Sugar exported during the last Five Years.

Qualities.	1870.	1871.	1872.	1873.	1874.
	N. Pounds.	N. Pounds.	N. Pounds.	N. Pounds.	N. Pounds.
Melis and lumps	91,373,200	101,885,000	98,284,000	84,012,800	79,871,000
Candy	317,500	437,400	340,000	331,000	215,000
Bastard	2,036,200	3,056,000	1,614,500	2,787,200	2,967,000
Treacle	...	...	...	...	...
Total	93,726,900	105,378,400	100,238,500	87,131,000	83,053,000

Tobacco.—Java produce kept going up and down during the whole year. In the commencement, the bad news about the coming crop produced a good opinion, which, notwithstanding that the reports had been much exaggerated, was fully confirmed by a brisk demand. An almost total failure of Columbian tobacco added in a great measure to this favourable impression, but as the crop for the greater part consisted of second quality, the sale of which is always difficult, the high figure then had could not long be sustained. In September and October, several lots were put up for auction, but as these were composed exclusively of defective tobacco, such, for instance, as wormeaten, incombustible, and badly coloured, and as the importers desirous of availing themselves of the momentary improvement in the market, offered too large a quantity for sale, the low prices for such sorts were confirmed, and several parcels were got rid of only at a very low figure; good qualities for wrappers, however, kept up their price. In November and December, inferior tobaccos recovered themselves under the influence of news from America, so that at the close of the year there was not only a firm demand for wrappers, but for inferior kinds. Banjoemas produced the best quality, and Kedirie the largest quantity. Probolingo exported an excellent tobacco, well adapted for cigar wrappers, and the same may more or less be said of the other sorts of Java produce.

Not much need be mentioned as to tobacco from Sumatra, the quality being so superior, that the more it becomes known, the more it becomes appreciated.

Business in American tobacco was far from being lively. The Baltimore and New York markets were continually in a state of excitement, so that the great fluctuations hindered anything being done in this market.

The Rio Grande tobaccos were not in request, as Java had furnished so large a quantity of ordinary wrappers. It is, however, possible that they may eventually sell well, provided the unfavourable reports of the various coming harvests are verified.

Comparative Statement of the Imports of the various kinds of Tobacco during the last Five Years.

	Hogsheads.			Packages.						
	Maryland.	Kentucky.	Virginian.	Java.	Palmyra.	Rio Grande.	Havana.	Seed Leaf.	St. Domingo.	Sumatra.
In 1870	6,432	271	21	66,529	...	...	...	50	98	...
1871	7,532	257	97	76,150	58	...	...	...	...	...
1872	5,324	37	87	90,040	...	6,125	...	529	221	...
1873	6,486	155	104	139,940	107	1,809	...	...	...	5,817
1874	5,405	106	154	151,363	...	1,762	...	...	...	7,974

Rice.—A great deal of business was done in this article during the first six months, owing chiefly to the failure of the crop in some parts of Bengal, and the prices rose considerably. Later, a reaction took place, and the year closed with lower prices than in January.

Cotton.—The past year resembled its predecessor, business was dull and depressed, and merchants were disappointed in their anticipations that the market would improve.

The following is a comparative statement of the qualities and quantities of cotton imported during the last five years :—

Qualities.	1870.	1871.	1872.	1873.	1874.
	Bales.	Bales.	Bales.	Bales.	Bales.
North America	30,955	119,976	56,670	42,519	40,276
Surinam and Nickerie	229	173	22	57	..
Suratte, Bengal, and Tinnevelly	22,018	42,074	104,854	23,803	19,363
Levant	31	226	930	308	..
Brazil	2,733	739	..	..	..
Smyrna	..	..	..	..	35
Totals	55,966	163,188	162,476	66,687	59,674

Wool.—The imports were, comparatively speaking, of no account. What little was brought into the market, provided it was of good quality, was bought up instantly at firm prices. There was but little fluctuation ; it was only in the autumn, when it was feared there would be a temporary stagnation in the imports from La Plata, that prices advanced, but this rise did not last long ; however, the aspect of the market seemed to inspire confidence.

Indigo.—There was a fair demand for Java indigo, and the prices, which were moderate, maintained themselves well throughout the year. Statistics in general were favourable, and the latest news augured well for the future. Bengal indigo was likewise in request, particularly about the close of the year, when the greater part of the quantity imported realized rising prices.

Cochineal.—The business done in this dye was not of much account, holders refusing to sell at the quoted prices.

Dyewoods.—Although there was occasionally a little activity, business in these articles was generally speaking dull. Campeachy wood was again most in demand.

Grain.—No business of any importance was done in wheat, and

prices fell more than 100 fl. per 2,400 kilos., in consequence of the very plentiful crop and considerable imports from America. The highest prices were quoted in January, and the lowest in November. In December, there was a little improvement, but it was not of long duration. The most remarkable fluctuations took place in American wheat.

There was a very lively business in rye, the stock on hand being exhausted in consequence of the inferior crops of the two preceding years, a ready sale was to be expected of whatever might be brought to market, and had it not been for the very large imports, prices would undoubtedly have attained a higher figure than they did. There was not much demand in January, and prices fell about 10 fl. per 2,100 kilos. In March, the wants began to make themselves felt, and although consumers delayed making purchases as long as they were able, they were forced to submit to whatever the holders chose to exact, and the latter in fixing their prices, naturally followed the quotations on delivery, which were subject to considerable fluctuations from day to day.

Towards the end of March, when prices had resumed their normal figure, confidence began to revive, and the stock having in the meantime greatly augmented, a lively demand began to manifest itself, both for exportation and home consumption. This demand was kept up to the end of June, but the prospect of an abundant harvest made holders less tenacious, and prices fell slowly, and although the crop did not quite come up to expectation and many wants had still to be supplied, yet as the imports exceeded the demand, prices continued to fall during the summer and autumn. A new operation in October caused a temporary rise of from 10 fl. to 15 fl. on real stock, and 25 fl. on deliveries in October, but, as in March, consumers remained passive and as soon as the operation (which failed) had come to a conclusion the demand became more regular, though the business done was not of much importance, being limited to the interior, and prices varied but little after the end of October. But little was done in buckwheat, business being limited to the requirements for consumption.

Under the influence of the very inferior crop of 1873, prices rose considerably, and as much as 300 fl. per last* had to be given for country grown buckwheat of superior quality.

Business in red clover seed was almost entirely limited to the wants of the interior, but in white there was a lively demand for exportation.

Not much was done in brown mustard seed, and under the influence of a large stock and but little demand, with an abundant crop, prices fell to 16 fl. per hectolitre.† The market had besides to sustain a lively competition with Italian brown mustard seed. For yellow, there was an active demand only in the latter end of the year.

Canary seed was much in request in the spring at about 14 fl. per hectolitre, and in the autumn, owing to the very limited stock and a lively demand both for speculation and consumption, this article was quoted at 33 fl., a price it had not reached for a number of years. Towards the close of the year, the tendency was feeble, and not more than 30 fl. could be obtained.

In rape seed, the market was for the greater part of the twelve months very dull, and, in consequence of considerable offers from the Baltic and an abundant crop, prices were very low.

* A last is equivalent to 30 muds, and 1 mud to 2⅔ bushels.
† A hectolitre is equivalent to 1 mud.

COMPARATIVE Statement of the Imports by Sea of Wheat, Rye, Barley, and Buckwheat, during the last Five Years.

WHEAT.

Countries.	1870.	1871.	1872.	1873.	1874.
	Lasts.	Lasts.	Lasts.	Lasts.	Lasts.
North America	..	1,610	284	4,412	6,551
Russia	231	1,015	30	591	59
Prussia	4,779	7,102	5,547	3,951	3,797
Hamburg	616	482	408	314	296
Great Britain	1,066	429	2	150	433
Denmark	31	183	..	..	49
Mecklenburg	..	76	..	4	76
Italy	..	..	10	..	..
Turkey	..	432	151	..	..
Danubian Provinces	..	1,593	87	192	528
France	..	..	..	..	..
Sweden	49	..	..	..	..
Bremen	..	..	..	43	..
Spain	..	..	..	114	..
Tripoli	..	..	..	4	..
Miscellaneous	119	..	..	..	..
Totals	6,891	12,922	6,519	9,775	11,789

RYE.

Countries.	1870.	1871.	1872.	1873.	1874.
	Lasts.	Lasts.	Lasts.	Lasts.	Lasts.
North America	..	..	..	..	..
Russia	17,768	33,926	9,974	10,428	12,501
Prussia	2,565	3,423	580	482	1,540
Hamburg	12	7	23	225	344
Great Britain	408	365	..	..	3
Denmark	46	80	..	..	..
Mecklenburg	..	..	..	..	..
Italy	..	111	..	..	..
Turkey	9,470	205	..	..	..
Danubian Provinces	..	10,937	2,323	397	611
France	..	..	..	38	59
Sweden	37	..	..	..	..
Bremen	..	..	..	..	..
Spain	..	..	..	..	..
Tripoli	..	..	..	..	..
Miscellaneous	..	292	..	..	..
Totals	30,306	49,346	12,900	11,600	15,058

BARLEY.

Countries.	1870.	1871.	1872.	1873.	1874.
	Lasts.	Lasts.	Lasts.	Lasts.	Lasts.
North America ..	..	..	..	..	..
Russia	17	..	36	476	515
Prussia	352	..	..	224	67
Hamburg	249	356	283	540	304
Great Britain	..	48	..	..	75
Denmark	249	1,192	220	60	105
Mecklenburg	..	..	..	..	81
Italy	..	..	..	..	..
Turkey	..	..	..	..	..
Danubian Provinces ..	..	..	..	238	..
France	..	..	57	68	145
Sweden	60	996	..	..	..
Bremen	..	..	..	..	..
Spain	..	..	..	..	..
Tripoli	..	..	..	240	..
Miscellaneous ..	..	93	..	..	..
Totals	927	2,685	596	1,046	1,292

BUCKWHEAT.

Countries.	1870.	1871.	1872.	1873.	1874.
	Lasts.	Lasts.	Lasts.	Lasts.	Lasts.
North America ..	..	..	..	..	..
Russia	..	1,088	433	..	..
Prussia	485	73	95	69	406
Hamburg	238	190	148	37	61
Great Britain ..	..	..	..	..	..
Denmark	30	26	24	53	..
Mecklenburg	..	..	..	..	..
Italy	..	..	..	..	..
Turkey.	..	..	..	..	..
Danubian Provinces ..	..	..	..	..	..
France	..	122	346	276	91
Sweden	..	..	..	..	..
Bremen	..	..	..	..	..
Spain	..	..	..	..	..
Tripoli	..	..	..	..	..
Miscellaneous ..	..	..	..	..	..
Totals	753	1,499	1,046	435	558

Spices.—Prices did not fluctuate so much as in previous years, when this produce was almost exclusively in the hands of the Netherlands Trading Company, but they were more in conformity with the actual state of the market, and, although large quantities were from time to time offered, they invariably found ready purchasers.

Nutmegs were firm during the greater part of the year, but fell somewhat towards the close.

Mace was not much in request, and

Cloves could not quite keep up the high figure to which they had risen.

Pepper was dull in January, but recovered itself in the course of the year, although prices fell later below January quotations.

Tin.—The new system of bi-monthly sales having driven all the great speculators from this market, the business in this article has almost entirely passed into the hands of two or three firms that exclusively supply foreign houses, whose interest it is to keep prices at a low figure, so that the market was devoid of speculation.

Lead.—There was a brisk run of business in this article, and some fluctuation in prices. In January, Stolberg lead was quoted at 14½ fl. per 50 kilos., and gradually fell to 12⅝ fl. in September, after which there was a rise up to the end of the year, when 13¾ fl. were paid. A pretty large quantity of Spanish lead was imported, and was generally sold at ¼ fl. under Stolberg.

Hides.—From South America only one cargo of 9,500 salted Buenos Ayres hides arrived, and was sold at the December sales at a high figure. The imports from Surinam were limited to 1,468 salted hides, which were disposed of at firm prices. All the East Indian hides that were offered readily found purchasers.

Petroleum.—Notwithstanding the very large sales both for exportation and consumption, prices fell continually, and varied from 17½ fl. to 11¾ fl. per 100 kilos. The year closed at 13¾ fl., with a stock of about 14,000 barrels, whilst the direct imports during the year amounted to about 44,000 barrels.

Agriculture.

The result of the harvest in general was satisfactory, with the exception of buckwheat, which failed through the frost. The large quantities of wheat that were sown turned out splendidly. But little rye was cultivated on the clay soil; on the sandy, however, a good deal was sown, which produced a pretty satisfactory crop.

Barley, oats, and canary-seed succeeded well. The same may be said of peas and beans, though the quantity was moderate. Rape-seed produced a good crop as to quantity, but the quality varied very much. Flax was sown liberally, and large quantities of good flax and fine seed were harvested. Though potatoes suffered from the disease the quality in general was excellent, and an abundant crop was got in.

Public Works.

In the spring a new railway was opened from Amsterdam to Amersfoort viâ Hilversum, with a branch line to Utrecht. When the line from Amersfoort to Zutphen is completed this railway will be the shortest route to Northern Germany viâ Salzbergen.

The works connected with the projected Central Railway Staton in the outer harbour of this port were carried on with great activity throughout the year, and many improvements for widening streets and levelling bridges, rendered necessary to meet the exigencies of the continually increasing traffic were either planned or commenced.

The building of new streets in the suburbs was continued with extraordinary rapidity, giving work to hundreds of men of all descriptions. Most of the new houses were tenanted even before they were quite finished, shewing that in thus extending the town a great want is being supplied.

The rate of exchange on London for bills at sight, during the past year, 1874, has varied from 11 fl. 76 c. to 11 fl. 95 c. per £ sterling.

Amsterdam, May 29, 1875.

PORTUGAL.

MADEIRA.

Report by Consul Hayward of the Navigation, Trade, &c., of the Island of Madeira, for the Year 1874.

Shipping and Navigation.

The number of sea-going merchant ships, whether sailing vessels or steamers, which entered the Port of Funchal from all parts of the world and sailed from this port respectively in the last five years, is shown by the following table :—

Years.	British.						Foreign.					
	Arrived.			Sailed.			Arrived.			Sailed.		
	Number of Vessels.	Tonnage.	Number of Crews.	Number of Vessels.	Tonnage.	Number of Crews.	Number of Vessels.	Tonnage.	Number of Crews.	Number of Vessels.	Tonnage.	Number of Crews.
1870 ...	269	159,974	8,164	269	159,974	8,164	134	44,109	2,283	133	43,995	2,397
1871 ...	340	202,480	10,895	340	202,480	10,895	125	46,349	2,632	127	46,537	2,609
1872 ...	416	273,102	12,726	415	272,916	17,718	132	45,004	2,191	128	44,424	2,163
1873 ...	501	369,177	15,757	501	369,177	15,755	174	67,110	3,248	174	67,110	3,248
1874 ...	396	320,345	14,014	396	320,345	14,012	178	72,817	3,442	176	72,600	3,235

The nationality of the ships which arrived at Funchal in 1874 was as follows :—

	Sailing Vessels	Steamers.	Total.
British	117	279	396
Portuguese	94	37	131
German	7	6	13
French	3	7	10
Spanish	7	1	8
American	5	..	5
Italian	2	2	4
Brazilian	..	3	3
Argentine	..	2	2
Norwegian	1	..	1
Greek	1	..	1
Total	237	337	574

Trade.

The following is a comparative statement of the amount of the trade of the Island of Madeira during the last five years, according to custom-house returns :—

Years.	Estimated value of Imports.		Estimated value of Exports.	
	In British Vessels.	In Foreign Vessels.	In British Vessels.	In Foreign Vessels.
	£	£	£	£
1870	131,420	129,740	80,287	94,833
1871	119,520	116,230	91,532	90,665
1872	126,800	104,303	101,870	87,811
1873	162,958	117,845	118,083	81,420
1874	187,760	86,830	130,904	46,085

The vineyards of the Island continue to prosper; they are estimated to have produced in the year 1874 upwards of 8,000 pipes of wine.

The cereal harvest of 1874, though good, is estimated to have yielded only about half of the amount of the annual Island consumption.

The sugar cane crop of the year 1874 is estimated to have yielded about 820 tons of sugar and 274,000 gallons of spirit.

In the year 1874 submarine telegraph was established between Madeira, Lisbon, St. Vincent, Cape Verdes, and Brazil.

In the same year the New General Quarantine Regulations of Portugal came into operation at Madeira, but practically the rigour of the quarantine system at this port has not hitherto been modified thereby, and its lazaretto still remains closed.

Madeira, April 27, 1875.

ST. MICHAEL'S.

Report by Acting-Consul Read on the Trade and Commerce of the Azores, for the Year 1874.

Shipping and Navigation.

During the year 1874, the Port of Ponta Delgada, in the Island o St. Michael's, was frequented by 124 British vessels, one less than in the previous year. In this number are not included several vessels which called off the port, and which, not having performed any commercial operations, or not remaining 48 hours, did not give entry at the Consulate.

A statement of the British shipping engaged in the trade of the port is given underneath:—

Entered.

	In Ballast.			With Cargoes.			Total.			Value of Cargoes.
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	
										£
Steamers	31	18,828	689	...	...	...	31	18,828	689	...
Sailing ships ...	73	9,526	499	20	3,095	151	93	12,621	641	55,372
Total	104	28,354	1,179	20	3,095	151	124	31,449	1,330	55,372

Cleared.

	In Ballast.			With Cargoes.			Total.			Value of Cargoes.
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	
										£
Steamers	...	...	...	31	18,906	670	31	18,906	670	78,708
Sailing ships ...	34	5,164	262	67	8,931	457	101	14,095	719	31,998
Total	34	5,164	262	98	27,837	1,127	132	33,001	1,389	110,706

About 2,000*l.* more should be added to the amount of the cargoes cleared, being the estimated value of the pine apples, Tangerines, and bananas forwarded in British bottoms.

During the year freights for sailing ships on the average ruled low, and the fruit crop having been a short one, thirty-four British vessels, after having waited five, six, and in some instances seven weeks in port expecting to be chartered, were obliged to leave in ballast. Of these vessels, twenty proceeded to the British West Indies and to ports in the United Kingdom, twelve to ports in the Portuguese dominions, one to the United States, and one to Morocco.

Others, to avoid the same fate were glad to accept low freights,

which in most cases could only have been sufficient to pay the heavy expenses incurred during the long detention in port. In fact, I have been told that such a ruinous year for shipping has not been known at St. Michael's for the last twelve or fifteen years, or more.

The number and tonnage of foreign vessels that entered and cleared at this port during the year 1874, is as follows :—

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Portuguese ..	207	19,541	27	18,747	234	38,288
French ..	6	1,566	1	281	7	1,847
Spanish ..	..	..	1	995	1	995
Italian ..	1	320	..	..	1	320
Brazilian ..	..	..	2	1,762	2	1,762
American ..	22	5,814	..	..	22	5,814
Total ..	236	27,241	31	21,785	267	49,026

CLEARED.

Nationality	Sailing.		Steam.		Total.	
	Vessels.	Tons,	Vessels.	Tons.	Vessels.	Tons.
Portuguese ..	203	18,959	26	18,149	229	37,108
French ..	5	1,265	1	281	6	1,546
Spanish ..	..	..	1	995	1	995
Italian	1	320	..	..	1	320
Brazilian ..	..	..	2	1,762	2	1,762
American ..	22	5,814	..	..	22	5,814
Total ..	231	26,358	30	21,187	261	47,545

The American vessels were chiefly whalers, which came for supplies of beef, bread, vegetables, &c., and to deposit oil for transmission to the States.

The French vessels brought no cargo for this port, some having entered to effect repairs, and one or two to load the cargo of a vessel condemned as unseaworthy.

The following returns have been prepared by Mr. Vice-Consul Read, of Terceira, Mr. Vice-Consul Dart, of Fayal, and Mr. Vice-Consul Mackay, of Flores :—

Return of British and Foreign and Shipping at the Port of Angra, Island Terceira, in the Year 1874.

Entered.

Nationality of Vessels.	With Cargoes.			In Ballast.			Total.			Invoice Value of Cargoes.
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	
										£
British	9	1,109	58	31	3,855	204	40	4,963	262	23,600
Portuguese ...	57	21,576	1,080	14	1,954	125	71	23,530	1,205	75,681
American ...	7	2,144	89	2	651	25	9	2,795	114	2,935
Brazilian ...	4	3,568	188	4	3,568	188	8	7,136	376	9,742
Total ...	77	28,396	1,415	51	10,028	542	128	38,424	1,957	111,958

Cleared.

Nationality of Vessels.	With Cargoes.			In Ballast.			Total.			Invoice Value of Cargoes.
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	
										£
British	31	3,859	203	6	756	38	37	4,615	241	9,549
Portuguese ...	64	22,526	1,147	6	778	48	70	23,304	1,195	60,956
American ...	1	303	13	8	2,492	101	9	2,795	114	254
Brazilian ...	4	3,568	188	4	3,568	188	8	7,136	376	1,632
Total ...	100	30,256	1,551	24	7,594	375	124	37,850	1,926	72,391

Return of Foreign Shipping engaged in the Direct and Indirect Trade at the Port of Angra, Island Terceira, in the Year 1874.

Entered.

Nationality of Vessels.	Direct Trade.		Indirect or Carrying Trade.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Portuguese ..	31	11,662	13	2,221	44	13,883
American ..	9	2,795	..	..	9	2,795
Brazilian ..	8	7,136	..	..	8	7,136
Total ...	48	21,593	13	2,221	61	23,814

Cleared.

Nationality of Vessels.	Direct Trade.		Indirect or Carrying Trade.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Portuguese ..	38	12,720	7	1,244	45	13,964
American ..	9	2,795	..	..	9	2,795
Brazilian ..	8	7,136	..	..	8	7,136
Total ..	55	22,651	7	1,244	62	23,895

RETURN of Shipping of each Nation employed in the Coasting Trade at the Port of Angra, Island Terceira, in the Year 1874.

Nationality	Entered.			Cleared.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
Portuguese	27	2,647	494	25	9,340	476

RETURN of British and Foreign Shipping at the Port of Fayal, in the Year 1874.

ENTERED.

Nationality of Vessels.	With Cargoes.			In Ballast.			Total.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
British	31	10,099	357	8	5,759	203	39	15,858	560
Portuguese ...	35	13,652	588	7	1,570	68	42	15,222	656
French	4	1,969	58	...	...	...	4	1,969	58
American ...	20	8,466	238	8	3,562	101	28	12,028	339
Brazilian ...	3	3,013	98	3	3,111	120	6	6,124	218
Italian	4	2,401	54	1	537	13	5	2,938	67
German	3	733	44	...	...	...	3	733	44
Austrian... ...	2	811	14	...	...	...	2	811	14
Swedish	1	204	10	...	...	...	1	204	10
Costa Rica ...	1	265	13	...	...	...	1	265	13
Spanish	4	882	63	...	...	...	4	882	63
Total ...	108	42,495	1,537	27	14,539	505	435	57,034	2,042

CLEARED.

Nationality of Vessels.	With Cargoes.			In Ballast.			Total.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
British	27	9,885	336	10	4,453	192	37	14,338	528
Portuguese ...	30	12,709	544	13	2,594	118	43	15,303	662
French	4	1,969	58	...	...	...	4	1,969	58
American ...	22	8,907	261	5	2,615	69	27	11,522	330
Brazilian ...	4	4,009	160	3	3,013	98	7	7,022	258
Italian	5	2,655	63	1	537	13	6	3,192	76
German	3	733	44	...	...	...	3	733	44
Austrian ...	1	302	10	...	...	...	1	302	10
Swedish	1	204	10	...	...	...	1	204	10
Costa Rica ...	1	265	13	...	...	...	1	265	12
Spanish	4	882	63	...	...	...	4	882	63
Total ...	102	42,520	1,562	32	13,212	490	134	55,732	2,052

Not included in above, 32 American whalers, aggregate tonnage 7,914, number of crews 941, landed for reshipment to United States, 88,524 gallons sperm oil, value 23,200*l*.

RETURN of Foreign Shipping engaged in the Direct and Indirect Trade at the Port of Fayal, in the Year 1874.

ENTERED.

Nationality of Vessels.	Direct Trade.		Indirect Trade.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Portuguese ..	39	14,470	3	752	42	15,222
French	..	..	4	1,969	4	1,969
American ..	22	7,060	6	4,968	28	12,028
Brazilian ..	6	6,124	..	..	6	6,124
Italian	..	..	5	2,938	5	2,938
German ..	..	..	3	733	3	733
Austrian ..	..	..	2	811	2	811
Swedish ..	..	..	1	204	1	204
Costa Rica ..	..	..	1	265	1	265
Spanish ..	..	..	4	882	4	882
Total ..	67	27,654	29	13,522	96	41,176

CLEARED.

Nationality of Vessels.	Direct Trade.		Indirect Trade.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Portuguese ..	40	14,551	3	752	43	15,303
French	..	..	4	1,969	4	1,969
American ..	21	6,554	6	4,968	27	11,522
Brazilian ..	7	7,022	..	..	7	7,022
Italian	..	..	6	3,192	6	3,192
German ..	..	..	3	733	3	733
Austrian ..	..	..	1	302	1	302
Swedish ..	..	..	1	204	1	204
Costa Rica ..	..	..	1	265	1	265
Spanish ..	..	..	4	882	4	882
Total ..	68	28,127	29	13,267	97	41,394

Not included in above, 32 American whalers, aggregate tonnage 7,914, number of crews, 941, landed for reshipment to United States, 88,524 gallons sperm oil, value 23,200*l*.

RETURN of the British and Foreign Vessels that called at the Island of Flores during the Year 1874.

Nationality.	Vessels.	Tons.	Crews.
British	9	3,607	116
American	46	11,566	916
Portuguese	20	4,631	214
French	2	433	21
Spanish	2	570	24
Chilian	1	250	22
Italian	1	400	35
Argentine	1	280	11
Total	82	21,737	1,359

Imports.

The imports from Great Britain in 1874 were 25,089*l.* in excess of those of the previous year, having amounted to 65,433*l.*, of which 55,072*l.* were imported in British bottoms, and 10,361*l.* in Portuguese vessels.

The chief articles imported were cotton and woollen goods, linen, sheet iron and iron bars, wire, sugar, tea, haberdashery, hardware, rice, earthenware, coals, paints and oils, &c.

The above statistics I compiled from the manifests of the British and Portuguese vessels which arrived at this port with cargoes from the United Kingdom. I am unable, however, to furnish the total amount of imports from all countries, as returns have only been published for the first seven months of the year. For that period they are stated to have reached nearly 53,000*l.* sterling, so that it may be safely calculated that the imports for the whole year amounted to 90,000*l.* more or less.

Exports.

The following return exhibits the number of boxes of oranges exported from the 1st of January to the 31st of December, 1874, the number forwarded in British and Portuguese vessels being stated separately:—

	Large boxes.	Value.
		£
To United Kingdom in British vessels	200,666	110,365
To United Kingdom in Portuguese vessels	41,168	22,642
Total to United Kingdom	241,834	133,007

In addition, 102 boxes were forwarded to America by a Portuguese vessel, and one English schooner proceeded to France with 620 boxes, making a total of 242,556 boxes of the value of 133,404*l.* sterling. In addition, there were shipped to Great Britain, 9,987 pineapples, 417 bunches of bananas, and 3,233 small cases of tangerines (mandarins), of a value exceeding 3,000*l.*

In this trade were employed the following number of vessels:—

Nationality.	Steam.			Sailing.			Total.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
British ...	31	18,906	670	67	8,931	457	98	27,837	1,127
Portuguese ...	4	3,040	124	22	4,248	213	26	7,288	337
Total ...	35	21,946	794	89	13,179	670	124	35,125	1,464

The 31 British steamers carried to British ports 143,107 boxes of oranges; the sailing vessels, 57,559. The quantity exported in Portuguese steamers and sailing ships were respectively 18,727½ and 22,440½ boxes.

No returns have been published of the exportation of cereals.

Agriculture.

In my report for 1873 I stated that the excessive drought experienced during the summer months had caused serious injury to the orange gardens, and now I have to chronicle another season in which the want of rain was severely felt. The orange trees in the spring showed little blossom, and only a moderate crop of fruit was expected. As the summer advanced, however, the want of rain commenced to be felt, and matters assumed a worse appearance, and it was foreseen that the crop would not only be a very limited one, but of very inferior quality. The heavy gales in November further reduced the quantity, so that the season of 1874-75 will long be remembered in St. Michael's, also in the islands of Terceira and St. George, to which the foregoing remarks equally apply.

In the returns for St. Michael's, however, no falling off in the quantity of fruit exported is apparent, for the greater part of the crop of 1874–75 was shipped off in the last three months of the year, very little fruit having been left for shipment in the last three months of the season, corresponding to the first three months of 1875.

At the time of writing this report, I am told that the orange trees everywhere have a spledid show of flower, and should there be but even a moderate fall of rain in the summer months, it is confidently expected that the crop of 1875–76 will be a most abundant one, and that shipments will take place up to May, 1876.

The bean crop was a good one, and considerable shipments were made to Lisbon. Of Indian corn, the yield was small on light soils owning to the drought, and altogether the crop was but an average one. Wheat was plentiful; this cereal and beans having been the two best crops of the year.

Public Works.

Very little advance was made in the length of the breakwater, and but little stone was deposited at the far end, the steam tug for towing the barges having broken down, and for the greater part of the year it was useless, as it had to undergo extensive repairs.

The lighthouse which has been for some years in course of construction on Arnel Point, at the east end of the island of St. Michael's, is reported at last to be ready to receive the lighting apparatus. When this will be furnished it is impossible to state.

The new quay and market at Corpo Santo, the preliminary works of which were commenced in the summer of 1872, made some decided progress last year, and when completed will be of great utility to the public, and an improvement to the town.

General Remarks.

The floating dock which I stated in my report for the year 1873, as being near completion, has not yet been launched, although it has been ready for more than a month. It is reported, however, that this event is to take place at the next high tide.

In the fall of the year, the company known as the "Empreza Insulana de Navegação a Vapor," whose shares have been mostly subscribed by island capitalists, contracted with the Government to run two steamers per month to the Azores, and one to Madeira, receiving a yearly subsidy of 10,000*l.*, the contract being for nine years, which commenced on the 1st of January, 1875.

One steamer leaves Lisbon for the Azores on the first of each month, touching only at the three principal islands, namely, St. Michael's, Terceira, and Fayal. On the 15th, another steamer sails from the capital, and calls at St. Mary's, St. Michael's, Terceira, Graciosa, St. George, Pico, Fayal, and Flores.

The boat for Madeira leaves Lisbon on the 20th of each month.

I am happy to record that, during the year under review, several new primary schools were opened, some receiving aid from private sources.

St. Michael's, March 25, 1875.

RUSSIA.

BERDIANSK.

Report by Vice-Consul Wagstaff on the Trade and Commerce of Berdiansk for the Year 1874.

Trade and Commerce.

The trade results at this port for the year 1874 have been far from satisfactory.

The meagre crops of 1873 left little for exportation last spring, and as the prices of cereals abroad were maintained during the early part of the season, local competition drove up wheat to 12 r. to 14 r. per tchetwert, consequently most of the shipments made in May brought heavy losses, as, on their arrival at foreign markets, they found nearly all Europe blessed with abundant crops; prices had fallen rapidly, and in several instances the large sum of 2 r. to 3 r. per tchetwert was lost.

Those houses which were able to keep time contracts, through their vessels arriving within date, made small profits, but ships behind time were refused, and the cargoes sold at current rates, thus causing a ruinous loss to the exporters.

Everybody, however, loooked forward to a large and profitable trade in the autumn, as the crops in this part of Russia were exceptionally abundant. These hopes have not been realized. Notwithstanding the extraordinary low prices which ruled for some time, it was barely possible to come within the limits offered by European markets, and speculation was checked by the fear of a further fall in foreign prices. Some houses remained nearly inactive during the autumn season, therefore transactions were very limited, and the profits insignificant. The only successful houses were those which made sales during the summer for autumn shipment, as the low prices which reigned enabled them to fulfil their contracts, and leave besides a handsome profit.

Exports.—The total value of the exports for 1874 amounts to 1,359,786*l.*, showing an increase of 239,473*l.* over that of 1873.

The following table exhibits the quantities of cereals exported, compared with those of the preceding year:—

Articles.	Quantities.		Increase.
	1873.	1874.	
	Quarters.	Quarters.	Quarters.
Wheat	424,440	638,016	213,576
Barley	15,796	68,822	53,026
Rapeseed	5,127	19,948	14,821
Linseed	5,106	10,308	5,202
Rye	10,768	..	..
Oats	..	1,076	1,076
Total	461,237	738,170	276,933

Besides the above, the following articles have also been exported :—

Articles.		Quantity.
Bones	Cwts.	1,014
Hides	„	445
Wool	„	2,992
Butter	„	120
Potatoes	„	533
Mats	Number	4,120

It will be noticed that no rye has been exported; the reason is, that the balance of the harvest of 1873 was required for home consumption. The Government bought up a large quantity to assist the distressed districts, and to furnish the peasants with seed for last year's crops.

Imports.—The total value of the imports for 1874 amounts to 74,843*l.*, which shows a decrease of 26,157*l.* compared with that of the previous year.

This is owing to the dulness of trade in general, which has left dealers overstocked with goods bought in 1873. The experiment then made of importing goods from England, not having been conducted on a sound principle, the confidence of local traders in English commission houses has been shaken. It is to be hoped, however, that a better state of feeling will soon show itself, as there are many articles which could be imported and sold profitably in this town and district.

The following table shows the quality and quantity of the principal articles imported during 1874 :—

Articles.		Quantity.
Coffee	Cwts. ..	3,688
Olive oil	„ ..	563
Wine in wood	„ ..	79
„ bottles	Dozen ..	6
Fruits, fresh	Cwts. ..	2,949
„ sundry	„ ..	4,887
Currants	„ ..	547
Rice	„ ..	1,065
Tin plates	„ ..	75
Iron work	„ ..	49
Copper „	„ ..	24
Petroleum	„ ..	877
Glass and china ware	„ ..	119
Hardware	„ ..	24
Agricultural machinery	Number ..	35
Candles	Cwts. ..	71
Boots, &c.	„ ..	46
Firewood	„ ..	11,266
Lime (hydraulic)	„ ..	22,643
Sundries	Value £ ..	1,368

Formerly currants were imported to a much larger extent. The increasing demand attracted the attention of the authorities, who ultimately discovered that they were employed in the fabrication of a sweet wine, much in use amongst the poorer class of Jews. On the principle of protecting home made goods (Crimean wine), the making of this beverage has been prohibited.

Hydraulic lime is being imported in large quantities from Nice and its vicinity. Ships bring it in the shape of ballast. The market price is 2*l.* 5*s.* per ton. The employment of this lime has curtailed considerably the demand that existed for Portland cement, which is sold at about 21*s.* per barrel, or 6*l.* 6*s.* per ton.

Domestic Trade.—Everything in the shape of trade is dependant on the crops. Dealers in wheat were not fortunate in their transactions; those who hesitated to sell in the spring, when prices gave way in the face of an abundant harvest, lost considerably. On the arrival of the new crops, buyers of stock found themselves repeatedly obliged to sell under cost prices. This state of things continued until wheat for the English market fell to 6 r. to 7 r. per tchetwert, and wheat for the Mediterranean markets to 7 r. 50 c. to 8 r., prices which have not ruled here since the year 1866. This depression of business so unnerved traders that they failed to buy at those extraordinary low prices, and towards the close of the season a reaction took place and wheat advanced in value, but this was owing to continued wet weather, which rendered the roads impracticable, and prevented supplies from coming into the market, therefore our stocks of wheat, &c., for spring shipment are very small, those for the British market in the hands of local traders and exporters are estimated at 50,000 quarters, and for France and Italy 90,000 quarters.

As the weather still continues unfavourable for the transport of cereals to this town, business in the spring will not be so very brisk as was anticipated. The great bulk of the supplies will arrive in May, and should the prospect of this year's harvest in Europe be bad, and prices improve, a very active export trade will be carried on from the Azoff.

Other articles of domestic trade met with no great demand; most of the shops were overstocked with goods from the previous year. The ordinary trade in salt and fish was carried on, and the supplies for local consumption received from the markets in the interior and from Odessa.

Three hundred and twenty-two tons of first class quality tallow manufactured in this town do not figure in the exports. It was bought by Odessa merchants, and the bulk of it exported from that port. The price delivered at Berdiansk is 4*l.* per ton.

Market Prices.—The quarterly average market prices, free on board, of the different articles of produce, are shown in the following table:—

Articles.	Per Imperial Quarter.			
	First Quarter.	Second Quarter.	Third Quarter.	Fourth Quarter.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Wheat	2 9 10	2 6 3	1 9 6	1 11 3
Barley	1 0 3	0 18 7	0 16 5	0 17 0
Rapeseed	1 3 2	1 2 5	1 0 0	..
Linseed	2 10 0	2 6 11	2 3 0	2 4 0
Rye	..	..	..	..
Oats	0 10 0	..	..	..

The weights and measures used in the Azoff grain trade are as follows:—

Wheat, 100 Tchetwerts	equal	72	quarters.
Barley	„	88½	„
Rapeseed	„	83	„
Linseed	„	83	„
Rye	„	80	„
Oats	„	123½	„

Tallow, 97 quarters equal 15 tons.
Each Tchetwert weighs 10 poods.
1 pood equals 36 pounds.
62½ „ 1 ton.

Banks.—The banks have not yet proved to be the boon which was promised to commerce at this port. The too great facilities offered at the commencement of procuring money, induced speculators to take up funds at the high interest of 10 to 13 per cent. per annum. The result has been that the small capitalists who have not succeeded in their transactions find themselves on the point of ruin. This fictitious and unsound state of trade is very prejudicial to all parties, and a want of confidence is repeatedly shown as to the stability of certain traders.

This year the Azoff Don branch bank will only discount bills which have two sound signatures. It is to be hoped that this restriction will cause trade to resume its former healthy character.

Exchanges.—Exchanges have been very steady throughout the past year; money has been plentiful, and all trade transactions calculated on a sure basis. During the period of the great supplies coming into the market, the demand for small paper currency was very great, and the agio reached 8 per mille.

The average rate of exchange, for bills at three months date, has been about 7 r. 20 c. per £ sterling.

Shipping and Navigation.

The navigation of the Sea of Azoff opened the first week in April and continued to the very unusual date, 24th December, when the last vessel cleared from this port with a cargo of wheat for the United Kingdom.

British.—During the past year, 18 British vessels, measuring 8,130 tons, cleared from this port with cargoes, being an increase of 4 vessels and 927 tons over 1873.

The employment of steamers is gradually increasing, and it is to be hoped that they will soon become the main feature in the carrying trade. It is worthy of notice that boats of other nations were engaged in this trade during the past year.

Steamers will always command freight when foreign prices of cereals are high, and when produce is brought into the market in an unconditioned state. The principal exporters have shown a decided and growing preference for steam, for the following reasons:—the cargo incurs less risk of damage; the rate of insurance is lower: sales are made more advantageously abroad, and the transaction is closed within a month and the capital ready for other operations, whereas, in sailing vessels it is locked up for three months, and many shippers pass through the tortures of the frequent fluctuations in European markets. The long voyages of sailing vessels often redound to the shipper's benefit, but steam and the telegraph, and another very important reason—the competition of America—have brought about a change in the grain trade of this country, and it can only be carried on successfully by avoiding the great risks which, heretofore, were attached to this branch of commerce. The want of capital and the lack of enterprise prevents many from employing steamers in the grain trade.

Foreign.—As usual, the Italian flag has had the greatest share in the trade of last year. A decided preference is shown to Genoese ships. This can only be accounted for by the merchants being able to speak Italian, and another serious reason is that the crews of these ships, and of the Greeks, work at all seasons and at all times when cargo is sent alongside, whereas, on British vessels, the crews often refuse to work after 6 p.m., quite forgetting that they are in an open roadstead and exposed to changeable weather, which often prevents, for several days together, vessels from completing their cargoes if the fine weather is not taken advantage of.

Shipowners' attention should be drawn to this fact, and in signing the articles of agreement, it should be stated that the crew is obliged to work at all times on board vessels loading in the Azoff. This would prevent frequent application for consular interposition, which often causes greater delay and expense in having to enquire into the complaint.

The Greek flag is increasing in favour for Mediterranean voyages, and the old prejudice of the Italian houses against employing Greek ships, is being gradually overcome. The principal exporters being Greeks they naturally protect their own shipping—Hydriotes and Gallaxidiotes take the preference.

The following table shows the share each flag took in the carrying trade of 1873—

Flag.	1873.		1874.	
	Number.	Tons.	Number.	Tons.
American	..	..	1	420
Austrian	20	7,200	29	10,484
„ steamers	..	..	1	1,356
Belgium „	..	..	1	1,148
British „	7	4,896	8	5,117
„	7	2,512	10	3,013
French	..	..	1	232
German steamers	1	774	..	..
Greek „	..	..	1	830
„	40	9,602	84	23,122
Italian steamers	..	..	1	694
„	118	41,020	161	59,260
Norwegian	1	403	2	424
Russian	20	4,838	12	2,390
„ steamers	..	..	2	1,372
Turkish	8	528	23	2,322
Total	222	71,773	334	112,184

Which shows an increase of 50 per cent. on the number of vessels, and 56 per cent. on the gross total tonnage.

Freights.—Freights opened in the spring at 47*s.* to 50*s.* per ton tallow for steamers, and 43*s.* for sailing vessels. Business was very slack and disposable tonnage abundant. Owing to the small stocks of wheat few charters were effected for the United Kingdom, the principal employment was Mediterranean voyages at 3 fr. per charge or about 30*s.* per ton tallow. These rates continued but with little variation until August.

The prospects of an abundant harvest and the fear of a scarcity of tonnage in the autumn, as the vessels which left the Azoff late could

not return, and a large portion of the Italian ships were making American voyages, merchants became anxious in June and July to secure tonnage, and freights rose to 52*s.* to 55*s.* per ton for laydays 1st (13th) and 15th (27th) September, and 55*s.* to 57*s.* for 1st (13th) October. The owners who accepted those rates were very fortunate. Many ships, in the hopes of obtaining high freights, came seeking and after laying a long time, only obtained 48*s.* to 51*s.* during September and October, and in November the last ships closed at 42*s.* and 46*s.* On the whole it was a bad year for shipping, and particularly for those who failed to profit by the high rates offered during the summer for autumn employment.

Some vessels arrived with speculating charters, but on account of the fall in freights were thrown up, and after delay, expense, and annoyance, they re-chartered at current rates. Shipowners should be careful to whom they charter their vessels. They often refuse a sound house because the speculator offers a shilling or two more per ton tallow.

Port.—In the month of November this place was visited by the Minister of "Ways and Communications." His Excellency, being an admiral, naturally took great interest in the port, and was much astonished at the feeble means merchants possessed, and the great inconveniences attending the shipment of produce. His Excellency stated that it was his great wish to assist in the development of the Russian coasting trade, and the reconstruction of the Azof ports. He was deeply impressed by the favourable position of this port, and its advantages over the other Azof ports, and His Excellency promised his cordial support in carrying out the projected improvements, viz.: the building of a second breakwater to protect the lighters from the W. and S.W. gales: the lengthening of the present jetty to 3,000 feet along the coast, and the deepening of the port between the jetty and the breakwaters to 12 feet. The Government engineers have been busy in making the necessary surveys, and the project, in a completed form, must be handed into the Chief Department at St. Petersburgh by the 15th (27th) January, 1875. Thus it may be hoped that a part of the improvements will be commenced this year.

Agriculture.

The harvest of 1874 was the most abundant since that of 1866. Everything contributed to its perfect success,—the gradual thaws and falls of snow during the winter of 1873-74, the extraordinary rainy season and temperate heat till June, and then the uninterrupted fine weather till October.

The average yield in this district was—for wheat, 2 quarters per acre; barley, 3½ quarters; and rye, 3 quarters. The estimated total quantity of land under cultivation was 675,000 acres, and allowing 173,250 quarters for home consumption and this year's seed, there will remain about 1,008,000 quarters for exportation, besides which large quantities will come in from the bordering districts.

Notwithstanding the bountiful harvest, the position of agriculturists is still unsatisfactory; indeed, some are worse off than they were last year with the inferior crops. The reasons for this are as follows:—The prices of seed were very high; the expenses attending the gathering of the harvest were fabulous, owing to the scarcity of hands and the simultaneous desire of each farmer to secure his crops when ripe; and thirdly, when the produce came to market it had hardly any value, on account of the equally abundant harvest in Europe and the conse-

quent decline in the value of cereals. Prices had fallen from 13½ r. to 6½ r. per tchetwert, and even at this low rate there were few buyers. In some instances supplies were sent back to the villages, and a great deal of the produce is stored up in the interior, in the hope that this Spring prices will improve. Those who were in want of money to repay the sums advanced to them at very high interest to collect their crops, were obliged to sell; thus the condition of the poorer classes has but slightly improved. Food, however, is cheap and fodder plentiful, and no want can be felt for at least four years.

This abundant harvest providentially came at the right moment, and has warded off the distress which had began to tell most severely on the rural population; and had the crops failed in 1874, a frightful famine and misery would have been the result throughout this part of Russia.

The high wages demanded by labourers last year proved to farmers the great advantage of possessing agricultural machinery, and the demand for reaping machines in this district was immense. Inquiry also existed for horse threshers, but as a rule the antiquated stone rollers are still used. The inadequate means farmers possess in this country of gathering, threshing, and storing their crops caused much delay in bringing the supplies into the market. The new crops generally make their appearance in August, but this year they were only ready for shipment at the end of September. Even in the month of October a great deal of unstacked wheat still remained exposed to all weathers, and a very large portion of rye and wheat is yet left uncovered on the steppe to be thrashed in the spring, a great percentage of which will be lost, damaged, and eaten by field mice during the winter.

Cattle Plague.—By the statistical returns of this distress from the 1st September, 1873, to the 1st September, 1874, there were 1,250 cases of animals attacked by the cattle plague, out of which number only 148 recovered. Fortunately the disease was principally confined to the German colonies, where greater care is taken of the cattle. The only preventive measure generally used is quarantine, as there are no veterinary surgeons in this district. A large percentage of the cows belonging to this town died during the summer. They are driven out to graze on the steppe, and as the season was rainy, it appears they were allowed to drink from the pools of stagnant water full of decomposed vegetable matter, and to this is attributed their dying off.

Menonites.

About 380 families of German Menonites have left this district during the past year for the United States of America. It is to be hoped, however, that the conciliatory offers made to the colonists by the Imperial Government will induce the bulk of them to remain in a country which offers so many advantages to the intelligent agriculturist, and where so great religious liberty exists. The letters received from their co-religionists in America detailing their hardships, together with last year's bountiful harvest in Russia, appear to have checked the tide of immigration. The wealthy Menonites who have sons, and can, in selling off, afford to lose a third and sometimes one-half of the value of their stock, and who also have the means of living a year or two in America before settling down, will probably leave Russia, but the working mass will remain; they were born here, and consequently are accustomed to the country.

Railway.

The question of connecting this town with the interior by a railway is continually being brought before the public, but nothing definite has been decided on. His Excellency the Minister of "Ways and Communications," however, promised the municipal deputation last autumn that the line will soon be commenced. It is supposed that the Imperial Government will decide on the continuation of the Constantinofskoi Railway to Melitopol, with a branch line from Popofka to Berdiansk and Elenofka to Mariopol.

Military.

On the 1st (13th) January, 1875, the new military laws came into force; they were successfully carried out in this district. The 315 recruits were principally chosen for the navy and sent to Nicolaieff; the others were drafted off to the military depôts in the Caucasus.

The town and district has enjoyed perfect health during the year. Seeing the filthy, muddy, unpaved streets, some of which are positively impassable, and no drains whatever, it was feared that the wet unwholesome weather in November and December would have bred disease; only a few cases, however, of scarlatina occurred amongst children.

Berdiansk, February 1, 1875.

KERTCH.

Report by Consul Barrow on the Trade and Commerce of Kertch for the Year 1874.

THE exports during the past year consisted of barley, linseed, rape, rye, wheat, salt fish, hides, and various merchandize, and the imports of machinery, iron, wine, coal, fruits, vegetables, lemons and oranges, olives, tobacco, &c.

The market prices are about the same as last year; but meat has risen to 8½ c., and poultry is now almost as dear as in England.

The rate of exchange has varied from 7 r. 50 c. to 7 r. 10 c. per £ sterling.

SHIPPING AND NAVIGATION.

There have been 318 British ships and 1,249 foreign passing the Straits of Kertch, of which five British have loaded at Kertch.

PORTS AND HARBOURS.

Some engineers have been employed in examining the following projects:—

First, a port to be created at Akmenai, near the Arabat Spit in the Azof, with a railway to convey merchandise from thence to Theodosia. This project was abandoned. Another project was to make a port at Kertch in a line from the battery, passing the Genoese mole, and terminating about midway between Kertch and the quarantine, which establishment was to be moved nearer the town. Engineers were at work; stages erected in the sea; and everything bid fair for a serious undertaking. I now learn that this project, though not abandoned, is put off indefinitely.

The destruction of the present lighthouse at Cape Teekli is projected, and a large one to be erected on lower ground, but which, advancing more towards the sea, will be visible at a greater distance. The lights in general are very brilliant, and well kept. Shipbuilding can never become a business of importance here until a port with deep water is made.

The breakwater proves to be a continual obstruction to navigation in general, owing to its being under water, and badly indicated by small buoys. So many accidents occur annually on it that I have thought it my duty to call the governor's attention to the fact, and my representations have been favourably received. It was the more incumbent on me to take this step because there prevails a very general, although I am persuaded an erroneous, idea that the breakwater is laid as a snare to entrap foreign vessels, and that the pilots of Constantinople are in league with the inhabitants of Yenicale to run ships on the breakwater in order to give employment to the *chevaliers d'industrie* residing there.

I have suggested that a block of masonry should be erected at the extreme end of the breakwater, and that a large bell should be attached to the small buoy placed at the extremity; or that a station for pilots should be made on board the outer light ship, so that when a ship

rounded Cape Teekli a pilot could be sent on board to bring her in through the very difficult passage they have to go through previous to entering the Kertch Straits.

The yield of crops has been all that could be desired, although less than usual, owing to the extensive emigration of Tartars. The population for 1874 was 22,000.

The employment of the people continues the same,—drying fish, cutting stones in the quarries, building, and, above all, lightening ships and grinding the corn, of which most ships are effectually lightened. The rate of wages has varied from 1 r. 50 c. to 3 r. per diem, and more in the time of harvest. Although it was stated that a railroad was to be commenced in the Spring of 1875 from Kertch to Theodosia, this project, if not abandoned, is at least postponed for some years.

The Russian and Indo-European telegraphs work well, and have much to do. The class of employés in the English branch has much improved of late years, respectable men having taken the place of others who did small credit to their country. The present staff are hard-working men, and are well looked upon in the town.

I have nothing to report on any local or national development of industry and production.

Public Works.

I may mention under this head a work of vital importance to commerce and navigation in the deepening the water on the bar of Yenicale, which will assuredly extend the development of industry. This bar will have eighteen feet depth of water in the channel for a length of four versts (about three miles). The channel will have thirty sagenes breadth, and the cost will be 1,500,000 r.

The lifeboat service established in the Black Sea, under the patronage of Her Royal and Imperial Highness the Duchess of Edinburgh, meets with much encouragement, and I am glad to be able to add that all English captains who call at the consulate leave two or three roubles as a contribution towards the support of an useful and benevolent establishment.

Kertch, May 24, 1875.

ODESSA.

Report by Consul-General Stanley on the Trade and Commerce of Odessa for the Year 1874.

I PURPOSE in this my first report on Odessa to give a general account of the district and city, and also some details on subjects which have not been mentioned in my predecessor's reports, such as the administration of justice, which may have some interest now that Russia has assimilated her judicial system to that of Western Europe.

Some account of the educational establishments of the district will also perhaps be not out of place in such a report as I propose to myself.

The first mention of modern Odessa as a town is in 1795, when Admiral de Ribas, who had in 1789 captured the Turkish stronghold of Hadji Bey, was authorised to construct a commercial town on the site. In the following year, according to a census then taken, the population amounted to 2,549 exclusive of the military.

The town was fostered in every way by the Imperial Government, enjoying many privileges and immunities, and it remained a free port till 1854, when an annual subsidy was granted in lieu of this privilege. It now contains a population of nearly 200,000, and ranks third in the empire.

Complete self-government was granted to it at the close of the Crimean war, and it has a mayor and municipality chosen by the householders by ballot. This body consists of seventy-two members who form the deliberative assembly. The executive is confided to a committee chosen from this body.

Their financial affairs are not thoroughly satisfactory. At the end of 1874, there was a balance against them of 125,000 r. The revenue for 1875 is estimated at 1,468,570 r., the expenditure at 1,438,694 r.

They are, however, getting more accustomed to the novelty of their position, and the judgment of the Court of Appeal, which condemned them to pay 300,000 r. to Messrs. Furness for a breach of the contract made with them to pave the town, has made them more cautious, and taught them that a municipality has responsibilities as well as privileges.

Odessa is a well built town, laid out with mathematical accuracy. It is somewhat dreary from the respectable monotony of its broad streets, the eye being never relieved by the sight of one really fine building; on the other hand, it is not shocked by the contiguity of a hovel to a palace—all is decent and ugly.

The principal streets are paved, and the work is still going on, but slowly. They are never scraped, but as the inhabitants have been till recently accustomed to mud knee deep, a few inches are probably considered a trifle.

The paved streets are, moreover, frequently intersected by smaller unpaved streets, and each point of intersection forms a barrier to cleanly foot progress. In the suburbs, it is almost impossible to walk during wet weather, and it is a pitiable sight to see the poor half-starved horses attempting to drag the waggons along, and cruelly beaten by the brutal drivers.

Half the cart horses are blind of one eye from being beaten on the head. A society has been formed for the prevention of this cruelty.

The Russian aristocracy much patronize the place in winter.

From the complete absence of made roads in the interior, I presume the country round their residences is an impassable bog in winter.

One of the features of Odessa is the network of underground quarries, out of which the town has been built. They extend from the cliff overlooking the sea several miles inland, and are the haunt of thieves and others whom the "permis de residence" does not suit. The police occasionally draw these quarries and make good hauls.

The town, exclusive of the suburbs, is about eight miles in circumference, and is guarded by 483 police, including 76 mounted police.

Its spiritual requirements are well met by: 1 cathedral, 27 churches, and 2 monasteries, all "Orthodox;" 1 Roman Catholic cathedral; 1 Reformed church; 1 Lutheran church; 1 English Presbyterian chapel; 1 Armenian church; 1 "Vieux croyants" church; 1 Caraitic church; and 31 synagogues.

The Mussulmans alone have no place of worship.

The district under the immediate government of the town contains about 270 square miles, and it is in contemplation to join to it certain districts now dependent on the Governments of Bessarabia, Podolia, and Kherson, so as to form a large separate Government immediately dependent on the town.

It is possible that it may again become the seat of a Governor-General.

Its present position is somewhat anomalous, for whilst it is within the Government of Kherson, it not only forms in itself, with its immediate district, a separate Government under a Governor responsible only to the Minister of the Interior, but it is the headquarters of the military, judicial, clerical, educational, postal, and telegraphic departments of the Governments of Bessarabia, Taurida, and Ekaterinoslaf, besides that of Kherson.

Odessa is now in direct communication by rail (weather permitting in winter) with St. Petersburgh, and with Western Europe by Berlin and Vienna. A line will also be shortly opened connecting it with the Roumanian system. I say weather permitting, because last month there were two intervals, one of fourteen days, the other of six, during which no train arrived, the line having been blocked up by snow.

The inhabitants are very indignant against the railway and postal administrations, and it is hoped that Odessa will not again be so isolated.

A very few years ago, Odessa was the only Russian port on the Black Sea communicating by rail with the interior, and it prospered accordingly. Now Nicolaief, Taganrog, and Sebastopol all have railways, a cause of lamentation to the Odessans, but as reasonable as if Liverpool were to complain of Bristol having railways.

There is corn enough for exportation for all the ports.

The coal and iron fields on the Donetz will soon, by means of English skill, enterprise, and capital, be widely opened, and additional railways completed to bring the produce more speedily to port.

The greatest obstacle to be overcome is the absence in the country of any suitable skilled labour. The population is insufficient for the proper cultivation of the soil. The men, moreover, dislike underground work, and though men at high wages could be got, they would probably not remain long enough to become skilled at the work.

Imported labourers would, I fear, prove too expensive for remunera-

tive working of the mine. Possibly men accustomed to the Austrian mines could be obtained.

Should the mines succeed, Sebastopol will become a coal exporting port, as well as the outlet for a large tract of country, which, with the opening of the railway, will be more extensively cultivated.

At a moderate expense, Sebastopol could be made a first-rate commercial port, accessible at all seasons and to vessels of any burden, whereas the Azof is frozen for four months every year, and at other times is only navigable by small vessels. Even Odessa harbour is frequently frozen.

This winter steamships have been able with difficulty to enter, but sailing vessels have been imprisoned for the last four weeks (from February 24 to March 23).

I have seen a statement to the effect that in two years coal will be sold at—

	Per ton. £	s.	d.
Mariopol	0	6	0
Berdiansk	0	8	0
Sevastopol	0	16	0
Nicolaieff	1	2	0

I have no means at present of examining the data on which the conclusions were founded. My authority has been a long time in Russia, and I know him to be a painstaking inquirer.

By sea, the Russian Steam Navigation Company maintain postal communication with Constantinople, the shores of the Black Sea, and, excepting in winter, with all the ports in the Sea of Azof. The vessels of this company, undoubtedly, are much favoured over other vessels.

Their vessels also trade to England and India through the canal, but outward cargoes for India are wanting, and competition is great. A trial has been made of introducing the pleasant Crimean wines into India.

Besides this company, the only one which carries on a regular service is the Austrian Lloyds.

Shipping.

The number and tonnage of British vessels entered and cleared was almost the same as in 1873. The noticeable features of this trade were the greater number that cleared for foreign ports, and the fact that many unable to find cargoes at remunerative freights were chartered to load at Nicolaieff. Of the total amount entered 24 were sailing vessels.

The total number of vessels of all nations that entered was 1,205.

The British trade, direct and indirect, was as under :—

Return of British Shipping at the Port of Odessa in the Year 1874.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.								Cleared.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Tonnage in 1873.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Tonnage in 1873.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
152	28	180	123,897	20,460	144,357	4,080	136,313	150	...	150	112,682	...	112,682	...	152,029

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.								Cleared.							
Countries whence Arrived.	Number of Vessels.			Tonnage.			Number of Crews.	Tonnage in 1873.	Countries to which Departed.	Number of Vessels.			Total Tonnage.			Number of Crews.	Tonnage in 1873.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
Egypt	1	48	49	1,109	43,112	44,221	1,321	61,885	Belgium	40	...	40	42,055	...	42,055	...	28,043
France	8	9	17	5,811	7,483	13,294	398	8,908	France	40	...	40	35,351	...	35,351	...	25,748
Russia	7	7	14	6,976	3,999	10,975	309	3,001	Russia	9	49	58	6,538	34,178	40,716	...	24,704
Turkey	...	38	38	...	26,748	26,748	853	21,309	Turkey	1	15	16	647	12,624	13,271	...	18,850
Austria	...	6	6	...	5,319	5,319	113	4,560	Austria	10	...	10	9,231	...	9,231	...	5,259
Italy	...	11	11	...	8,440	8,440	248	20,775	Italy	4	...	4	3,408	...	3,408	...	2,751
America	3	...	3	3,303	...	3,303	74	...	Norway	1	...	1	734	...	734	...	...
Greece and others ...	2	3	5	1,740	4,254	4,254	118	2,713	Others.	...	...	...	...	...	...	...	1,607
Total indirect ...	21	122	143	18,939	97,615	116,554	3,423	123,151	Total indirect ...	105	64	169	97,964	46,802	144,766	...	107,362
Total direct and indirect ...	173	150	323	142,836	118,075	260,911	7,508	259,464	Total direct and indirect ...	255	64	319	210,646	46,802	258,348	...	251,391

I cannot get any return of the foreign shipping, except a return of the clearances for foreign ports, which is as follows :—

	Cleared with cargoes for Foreign Countries.			Cleared in Ballast.
	Sailing ships.	Steamers.	Total.	
English..	30	226	246	15
Austrian	64	133	197	
Italian	103	40	143	
Russian..	7	198	205	
German..	4	2	6	
Greek	21	..	21	229
Norwegian	10	7	17	
Belgian	..	16	16	
Turkish..	13	..	13	
Dutch	..	1	1	
Total	242	623	865	244

Total cleared with cargo and in ballast, 1,109.

Commerce.

The year 1874 has been unfavourable for the commerce of Odessa and Southern Russia generally, notwithstanding that the shipments of corn were unprecedentedly high.

There was much indiscreet over-speculation, and the consequences that ensued were naturally to be expected when merchants and speculators, after two bad harvests eagerly bought up, at the end of 1873, and on the arrival of the first corn in 1874, all they could, often with borrowed money, trusting to a rise in prices. The harvest of 1874 was on the whole an exceedingly good one in Southern Russia, and the harvest generally in Europe and America being also good, prices rapidly fell everywhere.

The same over-speculation may happen again, but what is more serious is that it appears grain grown in Southern Russia cannot even in a good year now be brought to this market at sufficiently low price to pay for its freight to England and France, should the harvest generally throughout Europe have been good, so that not only the speculators, but even the proprietors suffered loss last year; the only class, apart from the general consumers, who benefited by the abundant harvest being the labourers and ex-serfs, who by working for wages made up for the loss on their own corn.

For this dearness, contrary to what might be expected from such a fertile soil, many causes can be adduced, some unavoidable, others preventible.

Among the unavoidable are the scarcity of the population, and consequent high price of labour. During the last five years also this normal scarcity has been increased by the great migration of the peasantry to the towns, the term during which it was almost compulsory for them to remain on the land allotted to them on the abolition of serfdom having expired in 1870, and payment to the lord for permission to migrate being no longer necessary.

Among the causes more or less preventible are the bad farming, the absence of country roads and of feeders to the railway, the high charges of the railway, its insufficient rolling stock, and the inadequacy

of the sheds for the reception of the corn at the stations, and though the railway administration pleads there is sufficient shed room if all were not so anxious to send off their corn the first, yet this accumulation must and always will take place at the commencement of each season, and should be provided against.

In the face of the formidable competition of the Western line having its terminus at Konigsberg, and the fact that the conveyance by bullock cart is by no means yet abandoned, it is surprising that the Southern Company should still maintain such high charges.

The company has done much to facilitate the loading of ships, having at great expense constructed a high level line from which corn can be immediately shot into vessels, so that I cannot but think that lower charges and better arrangements in the interior will soon follow.

The principal reason for the unsatisfactory agricultural results is, without doubt, the bad farming.

Notwithstanding a most fertile soil, the produce per acre of arable ground is less than in any other country in Europe, as is shown by the following table taken from Hausner's "Comparative Statistics":—

	Per Hectare.	Per Acre.
	Hectolitres.	Bushels.
Belgium	14·0	15·7
Netherlands	14·0	15·7
England	13·2	14·8
Saxony	13·2	14·8
Wurtemberg	13·2	14·8
Baden	13·2	14·8
Austria	10·3	11·6
France and Switzerland	9·3	10·4
Prussia	9·1	10·2
Italy	9·0	10·1
Norway	7·6	8·5
Spain	6·2	6·9
Greece	6·1	6·8
Russia	6·0	6·7

A Russian landed proprietor has informed me he considers 6·7 bushels per acre to be below the real yield, which he estimates at nearly 11 for South Russia. He added, that on his ground there had once been a yield of 60 bushels per acre, thus showing what can be got out of this soil by doing justice to it.

Were there a better system of farming generally adopted, the produce, at little more cost than at present, could be doubled, so that even at the low prices of last year the growers would make large profits.

The resources of the country as to the production of corn are enormous.

Odessa is the natural outlet for about 20,000 square miles. The whole of the South Russian ports drain a country of 300,000 square miles.

The introduction then of a better system of farming is interesting, as tending to bring corn within easier reach of many millions out of Russia.

The German colonists have introduced a better system on their lands, and benefited accordingly.

The large proprietors have to a considerable degree introduced steam power, but it is feared the shortness of money will check demand for steam agricultural implements.

Many high authorities blame the communal system, a system the product of serfage, and perhaps suitable to that period, but one which on the emancipation of the serfs they say should have been abolished, as an organization prejudicial to the development of agriculture, and the real, material, and moral well being of the people, and even not desired by the people themselves.

When speaking of the communal system, it must be understood as applied to Russia generally, and in a much lesser degree to South Russia, where the system only prevails in a very modified form.

My experience of the country is as yet too limited to justify me in giving an opinion on this exceedingly difficult question.

Exports.

The following figures show the amount of the principal items of exportation in 1874 and in some other years.

Total exports in 1874 were 46,977,898 r. Of which cereals were 42,146,306 r.

The cereals were composed of —

	Quantity.	Value.
	Quarters.	Roubles.
Wheat	2,087,978	35,147,617
Rye	192,481	1,872,674
Pease	23,085	322,820
Oats	148,041	1,028,017
Barley	174,240	1,452,039
Indian corn	26,130	200,340
Linseed	53,980	974,639
Turnip seed	96,432	1,380,990

I have vainly tried to obtain a statement showing the proportions in which the above was distributed in foreign countries.

The value of the exports in some preceding years was as follows :—

	Roubles.
1866	31,488,000
1867	32,177,000
1868	22,209,000
1872	51,560,000
1873	43,691,000

The amount of cereals exported in those years were :—

Quality.	1866.	1867.	1868.	1872.	1873.
	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.
Wheat	1,771,827	2,031,703	880,945	2,763,400	1,777,300
Rye	106,382	312,810	62,442	261,800	193,500
Barley	128,830	26,707	78,762	227,000	85,800
Indian corn	40,917	57,557	115,460	41,600	308,100
Oats	117,500	10,415	202,902	33.000	131,650
Pease	4,620	4,260	14,716	9,400	8,200
Linseed	114,070	231,534	237,418	109,300	48,100

Of other articles, of any importance, were exported :—

	1873.		1874.	
	Quantity.	Value	Quantity.	Value.
	Poods of 36 lbs.	Roubles.	Poods of 36 lbs.	Roubles.
Wheat flour ..	532,770	958,986	193,364	425,013
Tallow	7,664	39,931	16,553	66,213
Wool	210,518	3,167,135	214,028	2,047,508
Spirits	136,240	681,200	216,308	1,514,156
Timber	..	121,542	..	100,647

The following table exhibits the prices of cereals in this market during 1874, and clearly shows what a loss the early purchasers who kept their corn in hopes of a rise must have suffered.

Table showing Prices of Cereals during 1874.

Quality.	January.		February.		March.		April.		May.		June.		July.		August.		September.		October.		November.		December.	
	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.
	R.	R.	R.	R.	R.	R.	R.	R.	R.	R.	R.	R.	R.	R.	R.	R.	R.	R.	R.	R.	R.	R.	R.	R.
Wheat	12·62	14·62	11·87	14·40	11·62	14·00	11·50	13·72	11·70	14·75	11·70	13·87	8·75	12·62	8·75	9 75	7·25	10·10	5·25	9·37	6·92½	10·44	8·30	10·75
Rye	7·20	7·60	6·80	7·50	7·20	...	7·00	...	6·00	7·12½	5·60	6·25	5·25	6·25	4·45	5·62½	4·70	5·75	4·62½	5·52½	4·90	6·55	8·50	6·50
Oats	...	...	...	...	5·07½	...	5·60	...	5·45	5·75	4·50	5·00	...	...	...	...	...	...	4·50	4·70	...	...	4·50	5·32½
Barley	...	...	6·45	...	..	...	6·32½	6·60	6·80	...	...	...	5·50	6·25	5·90	6·12½	5·10	5·95	4.50	5·50	5·25	5·80	6·25	6·87½
Indian corn	8·62½	...	7·75	8·00	...	...	...	...	...	...	7·75	7·90	7·62½	7·82½	...	...	...	...	...	...	...	...	...	...
Linseed	12·65	12·75	11·75	13·25	...	...	...	...	11·62½	...	12·40	12·62½	...	...	...	...	12·00	...	10·50	11·00	10·62½	11·30	11·55	12·20
Turnip seed	11·30	11·65	11·00	...	...	...	...	...	...	...	...	...	...	...	9·90	10·40	...	...	9·62½	9·80	...	...	...	...

Subjoined is a comparative statement of the prices of cereals in 1873 and 1874.

Articles.	1873.	1874.
	Roubles of 2*s.* 9*d.*	Roubles of 2*s.* 9*d.*
Wheat	9·55 to 14 62½	5·25 to 14·75
Rye	5·30 8·20	4·45 7·60
Oats	3·40 ..	4·50 5·75
Barley	4·25 6·25	4·50 6·60
Indian corn	5·45 8·50	7 62½ 8·00
Linseed	11·50 13·62½	10·50 13·25
Turnip seed	11·50 11·62½	9·62½ 11·65

Imports.

The total value of imports was 42,375,238 r.

That of some previous years was as follows :—

	Roubles.
1866	12,798,000
1867	21,389,000
1868	20,431,000
1872	61,171,494
1873	55,328,708

The great decrease in imports as compared with the two previous years arises partly from the market being overstocked in 1872 and 1873, and from the utter stagnation of trade consequent on the general loss experienced in the corn trade during the last two years. The shopkeepers complain bitterly of the dull times.

The decrease in imports is moreover not to be wondered at, when, in connection with the shortness of money, the almost prohibitive import duty is considered, besides the harassing and vexatious regulations of the custom-house, causing unnecessary delay in the discharging of cargo, perhaps heavy fines to the captain from the impossibility of his comprehending all that is required of him.

Neither the custom-house staff, nor the customs' accommodation, is sufficient, and goods frequently remain on the quays exposed to loss of every kind.

The cotton trade from Egypt has been diverted to Trieste, whence it goes to Moscow, it having been found preferable to incur the extra railway journey through a great part of Austria rather than to face the perils of the Odessa custom-house.

An Imperial Commission is now sitting here on the customs' arrangements, and it may effect good, but I do not hear of its inviting suggestions from those accustomed to the custom-houses of western Europe.

The general opinion, on the contrary, seems to be that many of the latest and most vexatious regulations are due to this commission.

It would be unfair to omit amongst the reasons for a diminution of the import in manufactured goods that undoubtedly Russian manufactures show great progress.

The following comparative table of the imports in 1873 and 1874, shows the leading features of this trade.

Comparative Table of Imports in 1873 and 1874.

Goods.	1874.	1873.	1874.	
			Increase.	Decrease.
	Roubles.	Roubles.	Roubles.	Roubles.
Coffee	1,240,479	684,664	555,815	..
Oil	2,666,556	1,643,829	1,022,727	..
Fresh fruits	1,388,850	1,103,995	284,855	..
Coal	2,205,429	1,403,865	801,564	..
Petroleum	1,405,981	237,330	1,168,651	..
Gypsum and marble ..	1,309,980	16,407	1,293,570	..
Writing paper	631,350	626,162	5,188	..
Carouba beans	519,230	257,079	262,151	..
Cotton yarn	961,668	882,751	78,917	..
Machinery	1,239,832	1,208,583	31,249	..
Tea	1,979,204	2,452,323	..	473,119
Rice	561,128	622,573	..	54,445
Cotton	2,864,451	6,436,686	..	3,572,223
Cotton goods	634,874	2,520,160	..	1,885,286
Woollen „	472,817	3,345,995	..	2,873,178
Silk „	445,450	697,421	..	251,971
Linen „	167,835	7,877,347	..	7,719,512
Iron	1,715,254	4,243,991	..	2,528,737
Worked leather ..	300,789	1,738,224	..	1,427,455
Iron ware	627,405	938,939	..	311,534
Glass and hardware ..	1,267,055	2,001,234	..	734,179

The customs revenue throughout the Empire is stated to have been, in—

	Roubles.
1870	42,145,042
1871	49,279,359
1872	54,358,341
1873	55,185,548
1874	57,680,682

The nett revenue for 1874 is stated as 51,295,482 r.
Among the articles which contribute most, are—

	Import Duty. Roubles.
Tea	13,500,000
Salt	4,600,000
Wine and spirits	3,830,000
Woollen goods	3,500,000
Iron	3,400,000
Oil	2,500,000
Silk goods	1,660,000
Cotton „	1,600,000
Fruit	1,500,000

	Roubles.
The Moscow custom-house produced of this	14,170,000
St. Petersburg	11,666,000
Odessa	5,250,000
Riga	3,800,000
Warsaw	3,666,000

Administration of Justice.

Justice is administered by:—1st. Justices of the Peace, of whom there are 15 sitting for Odessa. They are elected every three years, and are paid by the municipality, receiving a yearly salary of 4,500 r. They each have a separate district, and can singly hear civil cases involving questions of not more than 500 r., and in criminal cases can inflict up to one year's imprisonment.

It is their duty, moreover, to take charge of all intestate estate, or when the heirs-at-law are absent.

From their judgment, there is appeal to the Sessions Court of Justices of the Peace, composed of a President, a Special Member, charged with the current business of the Court, and receiving 1,200 r. extra, and the other justices, three to form a quorum.

This Court is purely a Court of Appeal from the decisions of justices of the peace, and a Court of Cassation in cases not exceeding 30 r.

2nd. The general judicial institutions take cognizance of civil suits above the value of 500 r., or suits relating to real property, and of all criminal matters not within the competence of justices of the peace.

They are composed of—

The Circuit, or District Court.

The Judicial Chamber of Odessa.

The members of the Circuit Court are appointed and paid directly by the Crown. The Court is divided into three departments, two criminal and one civil. In criminal cases juges d'instruction take the preliminary steps, acting under the supervision of the procureurs; and such cases as involve forfeiture of civil rights are tried by a jury of twelve, appointed in rotation, and selected from all the inhabitants above twenty-five who have never been condemned by a criminal court. The accused can challenge six without giving a reason.

Civil cases are tried without the intervention of the procureur, unless the rights of the Crown, of monasteries, or of village communes are involved. In civil cases the duty of the procureur is to interpret the law and give his opinion, or to sum up, to superintend the juges d'instruction and the assistant procureurs, and to prevent delay in bringing accused persons to trial. He, with his assistant procureurs, is invested with the executive power, and for this purpose has the police under his orders.

This being a special service under the Crown, in which there are hopes of advancement, the salary is not high, and is as follows:—

		Roubles.
President		3,500
2 Assistant Presidents	Each	3,000
15 Members	„	2,200
1 Procureur		3,500
8 Assistant Procureurs	Each	2,000
8 Juges d'Instruction	„	1,500

From this Court there is appeal to the Judicial Chamber of Odessa, but in criminal matters this latter only hears cases which have been tried in the former Court without a jury.

In all civil matters there is appeal from this Court to the Cassation Department of the Senate, and in criminal matters tried with a jury the appeal is direct to the Cassation Department of the Senate.

Under the jurisdiction of the Odessa Chamber are, besides the Odessa Circuit Courts, those of Kisheneff, Elizabetgrad, Kherson, Ekaterinoslaf, Simpheropol, and Taganrog.

The salaries of the members are—

	Roubles.
Chief President	6,000
1 President of Department	5,000
10 Members .. .. Each	3,500
1 Procureur of the Chamber	5,000
2 Assistant Procureurs .. .. .. Each	4,000

The judges are irremovable, and can only receive rewards direct from the Emperor.

There is also the Odessa Chamber of Commerce, taking cognizance of small commercial matters, such as bills of exchange. Its judicial procedure will probably be shortly reformed.

In 1873 the justices of the peace of the Odessa district heard 11,037 cases classed as criminal, and 18,112 civil cases. In the district of Moscow there were 24,216 criminal cases, in that of Kharkoff 13,916, and that of St. Petersburgh 7,745. The Odessa district, therefore, appears to rank third in criminality in the empire.

The majority of the criminal cases heard were "attentats à la pudeur," and infractions of the law relating to the sale of spirits.

Education.

Odessa is the chief town and departmental educational centre of a district embracing four Governments, viz., Bessarabia, Ekaterinoslaf, Kherson, and Taurida (Crimea), with an area of 171,613 square miles, and a population of 4,273,993.

The statistics I give are quoted from an official publication issued by the "Journal de l'Instruction Publique" at the end of 1874, and based on the reports sent in from the various districts for the academic year 1872–73.

The following tables show the number of schools, and of those who attended them on the 1st January, 1873.

Gymnasiums or Colleges.

Gymnasiums, or Colleges.	Numbers.	Number of Scholars.				Number who left.	
		January 1872.	January 1873.	Against 1872.		Having finished.	Not having finished.
				More.	Less.		
District of Odessa* ..	10	3,301	3,616	315	..	535	87
Russia	122	36,042	38,549	2,403	..	6,152	946

* Odessa town 2.

Number of Pro-Gymnasiums.

Pro-Gymnasiums.	Numbers.	Number of Scholars.				Number who left.	
		January 1872.	January 1873.	Against 1872.		Having finished.	Not having finished.
				More.	Less.		
Odessa District ..	4	485	575	90	..	81	41
Russia	33	4,263	4,789	517	..	784	314

Town Schools.

Schools.	Number of Schools.		Scholars.	
	January 1872.	January 1873.	January 1872.	January 1873.
Odessa District	34	32	2,507	2,364
Russia	427	423	29,229	29,709

Training Schools for Elementary Masters.

Schools.	Number of Schools.		Pupil.	
	January 1872.	January 1873.	January 1872.	January 1873.
Odessa District	3	3	121	167
Russia	34	52	1,493	3,152

Preparatory Schools.

	Number of Schools.	Number of Scholars.	
		Boys.	Girls.
Odessa District	1,254	46,052	9,043
Russia	19,658	625,784	135,345

Girls' Schools.

	Number of Schools.		Scholars.	
	1872.	1873.	1872.	1873.
Odessa District	16	17	2,770	3,465
Russia	186	138	20,536	23,854

PRIVATE Schools for both Sexes.

	Number of Schools.	Number of Scholars.	
		Boys.	Girls.
Odessa District	92	2,077	2,133
Russia	1,145	18,519	22,066

These figures give a total of 66,894 out of a population of 4,273,993, or 15·6 in every 1,000 who receive education, a less proportion than in any country in Europe, less than in Egypt, where, according to statistics I quoted in my report on Alexandria for 1873, the number is 17 per 1,000, reckoning only the male population.

I have been unable to ascertain if the educational establishments in the town of Odessa are included in the above figures, but granted that they are the proportion will be but slightly increased, and will still leave this district very far behind any others in Europe out of Russia in point of education. It is true the education given to the upper and middle classes is of a superior kind, superior in requirements to that given in many parts of Europe, but how far the pupils satisfy those requirements, and whether it would not be wise to relax somewhat the severity of their course, are questions which are being considered by the Department of Instruction.

The peasantry are certainly not burdened with much theoretical knowledge. Their great problem is how to satisfy their demands on the dram shop, as well as the financial demands of the State on them.

All the schools are under the control of the Minister of Public Instruction, and no person is allowed to teach unless licensed.

Even private tutors and governesses are obliged to pass an examination before they can enter a family in such capacities. I do not, however, think the examination for English teachers can be severe, or perhaps the knowledge of that language by the examiners does not extend to the accent, but certainly the pronunciation of many professors of English in Russia differs considerably from that acquired at an English public school.

The University of Odessa was founded in 1865, the Lyceum, founded in 1817, being then merged in it.

No youth who wishes to enter the university from the colleges can do so unless he has passed all the eight classes of the college, and an examination for matriculation. This examination is very strict, as is shown by the fact that in the district of Odessa, in 1873, only 20 youths out of 515, and in the whole empire only 685 out of above 50,000 who passed their college classes succeeded in passing this examination.

The University of Odessa is the only institution in New Russia where a superior education, similar to the universities of Western Europe, is given. It is administered under the Imperial statute of 1863, relating to universities, and enjoys considerable power and self-government, electing its own council, rector, and professors.

It is said, but I know not with what truth, that Government purpose to limit this power, and to interfere more directly in the administration of the universities.

The number of professors attached to the university is 43, and of pupils 252. It possesses various class rooms, with an extensive library

of 150,000 volumes, and schools of history, law, mathematics, science, and physics.

By far the greater number of students enter the law classes.

It receives an annual grant from Government of 206,350 r., and has an annual income of its own of 8,300 r.

Population.

The figures I quote are taken from a report of a lecture delivered by Dr. Bernstein, professor of anatomy at the Odessa University. After stating that the number of deaths given could be considered as exact, every burial being registered, he proceeded to say that he could not accept as at all correct the number given for the population, viz., 165,000, as if that were correct the death rate would be appalling, there having died in—

1872	10,004
1873	7,334
1874	6,948

Which would give a death rate per 1,000 of respectively 66·6, 44·4, and 42·1, and though there certainly was an epidemic of cholera in 1872, yet in the other years there had been no unusual disease, so that he believed the census of 1872 was very imperfectly taken, and that the population was much nearer 200,000 than 165,000. The returns of the death rate did not include the returns from a large suburb containing a population of 16,000.

The following table of the average daily death rate per month is painfully interesting, as showing how greatly the three hot months raise the average of deaths of infants :—

	Under five Years.	Above five Years.
January	8·9	10·1
February	6·5	10·3
March	8·0	11·3
April	5·9	11·0
May	5·4	10 0
June	12·8	8·6
July	15·8	7·4
August	14·6	8·1
September	7·4	7·0
October	8·7	8 1
November	7·5	8·7
December	5·9	7·7

The frightful mortality among infants is in a principal degree accounted for by the children in those months being deprived of their natural sustenance whilst the mothers are away helping to get in the crops.

The figures given above bear out other statistics I have seen, where it is stated that throughout Russia 75 per cent. of children under 5 years old die in July and August, and that not more than 50 per cent. of all children live beyond 5 years.

The women, on the other hand, are extremely prolific, and from their habit of early weaning, children follow in rapid succession.

Public Works.

The paving of the streets is progressing, but at the present rate of advance, many years must elapse before the whole town is paved.

The southern breakwater of the quarantine, or foreign port, is being carried out several hundred feet further, and a large portion of the space between the foreign and coasting ports is being converted into a harbour, with quays and piers, and an additional breakwater for its protection will be formed. This will give considerable additional harbour space, but it is feared that when these works are finished, the harbour will be so land-locked and sheltered from the influence of the wind, that in a moderately severe winter the ice will remain a long time, and vessels will be unable to enter or leave.

A new custom-house will be built on a space now being reclaimed from the sea, which will be a great advantage, the present custom-house being incommodious, and inadequate for the requirements of the trade.

The railway connecting Odessa with the Roumanian system will shortly be opened, and the Caspian will have two railway termini, the one at Derbend, being a continuation of the Rostof and Vladi Caucas line, which will place it in direct railway communication with St. Petersburgh, the other, at Baku, being a continuation of the Poti-Tiflis line. It is possible, however, that this latter line may not be made yet, and that a branch northward from Tiflis to connect it with the great Rostof Vladi-Caucas, and Caspian line will be deemed sufficient for the present.

The Odessa waterworks, belonging to an English company, are in full and successful operation. The company have lately appointed an Englishman as manager, under whose able and energetic management they will doubtless prove a financial success. They had many difficulties, not alone from the nature of the country, to contend against, but have happily overcome them all, and by their steady perseverance have executed a work which is a boon to the town. The water is brought from the Dniester a distance of 25 miles, and gives a supply of 2,000,000 gallons a day. The cost is $2\frac{1}{2}d.$ per 100 gallons for house purposes, for gardens and factories it is $0\frac{3}{4}d.$ per 100 gallons. The water supply will be much increased, for less than half the houses are supplied by the company. Nevertheless, the gross revenue from the sale of water in 1874 amounted to 28,000*l.*

It is thus to be hoped that baths will be more frequently introduced into the houses here, and that the poorer classes will no longer be deterred by the cost of water from occasionally washing their clothes.

Odessa, April 24, 1875.

Since this was written the French Messageries Company have established two weekly lines to Marseilles, the one by Smyrna, the other by the Piræus, and the Roumanian Government have decided to form a port a little north of the Kilia mouth, and a railway connecting it with Jassy. Much of the corn from Bessarabia, which now finds exit at Odessa, will be diverted to this new route.

POTI.

Report by Acting Vice-Consul Gardner on the Trade and Commerce of Poti, for the Year, 1874.

The official returns of imports and exports at the port of Poti, for the year ended the 31st December, 1874, show, on comparison with the previous year, a decrease in the value of the former, to the amount of 8,694*l.*, and an increase in the latter of 56,861*l.* sterling, viz. :—

Imported.

1873.		1874.	
Tons.	Value.	Tons.	Value.
17,281	£ 717,507	10,836	£ 708,813

Exported.

1873.		1874.	
Tons.	Value.	Tons.	Value.
22,268	£ 681,217	52,033	£ 738,078

The quantity of maize shipped on this coast during the year 1874, exceeded that of the previous year by 29,649 tons, or 138,362 qrs.

The total number of vessels entered and cleared at Poti during the past year, was as follows :—

Nationality.	Inwards.		Outwards.	
	Vessels.	Tons.	Vessels.	Tons.
English	18	9,652	20	10,387
Russian	67	24,699	61	22,676
French	5	2,754	5	2,754
Austrian	7	3,350	5	2,720
Italian	12	5,094	12	5,094
Turkish	59	2,247	52	1,870
Greek	22	5,836	16	4,456
Total	190	53,632	171	49,957

The local and natural difficulties attending the unloading and load-

ing of large ships at Poti bar are very formidable, yet British screw steamers occupy the first place and obtain the greatest share of the foreign export trade.

The Russian Steam Navigation Company steamers on the other hand monopolize the bulk of the import trade.

The following returns of articles imported and exported have been obtained from the custom-house, according to the declarations made by merchants or their agents.

The weight in poods has been reduced to tons at 63 poods per ton, and paper roubles to sterling at exchange 7 r. 30 c.

Hardwares, machinery, crockery, cottons, linen, and woollen goods, are imported from England indirectly, viâ Constantinople, where they are transhipped on board Russian steamers of the Anatolian line. Sugar, wines, silk, and colours from France, vegetables from Turkey.

QUANTITY and Value of Principal Articles Imported and Exported at Poti, during the Year 1874.

IMPORTS.

Articles.	Quantity.	Value.		
	Tons.	£	s.	d.
Vegetables	402	3,055	0	0
Coffee	19	2,200	0	0
Drugs, spices	30	2,543	18	0
Sugar	3,126	115,144	8	0
Tobacco, cigars	195	17,885	5	0
Tea	97	11,402	15	0
Wines	143	10,395	4	0
	9,016 poods			
Incense	2	141	10	0
Colours, dyes	35	1,526	18	0
Vegetable oils	34	1,981	0	0
Crockery, china	38	2,107	10	0
Glassware	197	7,366	10	0
Machinery	33	2,201	5	0
Hardware, &c.	541	13,704	13	0
Stationery	78	2,812	12	0
Manufactured—				
Silk	½	997	0	0
Woollen	5½	3,647	5	0
Linen	2,625 pieces	..	817	0	0
Cottons	85,231 pieces	1,354	154,963	0	0
Hemp	66	3,154	10	0
Leather	45	7,036	10	0
Matches	9	6,224	0	0
Iron castings	306	3,227	0	0
Plated goods	74	9,815	0	0
Wooden articles	25	438	7	0
Furniture	38	1,754	15	0
Marble	9	249	5	0
Musical instruments	19	2,548	0	0
Groceries, &c.	82	9,674	0	0
Sundries	90	5,436	9	0
Paper roubles	..	25,300	0	0
Foreign gold	..	1,209	10	0
Total	7,094	430,959	10	0

EXPORTS.

Articles.	Quantity.	Value.		
	Tons.	£	s.	d.
Hardware	½	46	10	0
Maize .. .. 195,244 quarters	41,838	181,174	0	0
Silk frizon	106	12,625	6	0
Raw silk	104	77,924	0	0
Cocoons	523	173,770	0	0
Cotton..	46	2,735	0	0
Wool	1,367	100,954	0	0
Bristles	20	2,700	0	0
Hides	271	13,820	0	0
Dried grits	3	500	0	0
Deer horns	4	220	0	0
Linseed	35	1,112	0	0
Dyes	6	780	0	0
Insect powder	60	3,162	0	0
Oak staves	2,360	5,170	0	0
Walnut loups and logs	671	3,653	0	0
Boxwood	2,052	20,802	0	0
Woollen goods	62	11,603	0	0
Sundries	2,110	18,215	0	0
Total	51,646	630,965	16	0

FORWARDED through Poti in transit to and from Persia.

IMPORTED.

Description.	Quantity.	Value.		
	Tons.	£	s.	d.
Manufactures, cotton, &c. ..	621	150,860	5	9
Sugar	3,028	111,987	8	0
Tea	13	2,407	0	0
Wines	9	715	0	0
Spices	¼	55	0	0
Furniture	12	989	0	0
Colours	7¼	548	0	0
Hardware	6	465	15	0
Glassware	13	1,394	10	0
Machinery	2	82	0	0
Carriage	..	100	0	0
Jewellery, &c.	..	3,068	0	0
Groceries	..	30	0	0
Drugs	..	66	0	0
Sundries	30	5,087	0	0
Total	..	277,854	15	0

EXPORTED.

Description.	Quantity.	Value.		
	Tons.	£	s.	d.
Raw silk	37	31,918	0	0
Silk waste and frizon	218	56,480	0	0
Cocoons	17	4,472	0	0
Silkworm eggs	½	140	0	0
Silk articles	..	69	0	0
Woollen articles	18	4,458	0	0
Wool ,, ...	33	7,139	0	0
Manufactures	3	520	0	0
Tobacco	2	155	0	0
Resin gums	4	340	0	0
Shawls, &c.	1¼	65	0	0
Lamb skins	2½	167	0	0
Turquoise	..	150	0	0
Sundries	..	1,040	0	0
Total	..	107,113	0	0

Maize, silk, wool, and boxwood, are the chief articles of commerce.

Maize.—The export of maize generally commences in February, and is completely finished in July. About two-thirds of the quantity is shipped in British bottoms.

The quality of the maize produced in Mingrelia is considered equal to American. The small round sort, grown in Georgia, is in great demand, and usually commands 1*s.* 6*d.* per quarter more than American.

Silk.—The silk trade is fast recovering its former importance. Japanese silkworm eggs, imported viâ Marseilles, have superseded the native larvæ, and there is every prospect of the revival of this remunerative trade.

Owing to the disease in the native worm it had almost become extinct.

The production of silk affords employment to a great number of women and children in the Caucasian villages.

Wool.—The wool exported at Poti is of Georgian growth, of fair staple, but mixed quality, it is generally packed in large unpressed bales, unwashed and filled with extraneous matter to increase its weight.

Boxwood.—The export of boxwood becomes annually less in quantity and inferior in quality.

The forests of Mingrelia in the Caucasian range, are almost exhausted, old forests, long abandoned, are now explored in search of trees that may have escaped the notice of former proprietors, and wood that was by them rejected is now brought forward and eagerly purchased at high prices for England.

The export of this valuable wood is prohibited from Abkassia and all Government forests in the Caucasus, and unless a relaxation of this stringent measure is obtained, this trade must soon dwindle away.

On account of its fine grain and durable nature, boxwood has become almost indispensable in every branch of textile manufacture, it is also to the use of this wood by English artists that the superiority of their designs on wood, and wood engravings, must in a great measure be attributed.

In consequence of the present scarcity and high price of this rare

wood, many substitutes have been resorted to by manufacturers, but hitherto, no wood, metal, or composition has been discovered, that possesses the requisite qualities.

During the last year 1,300 tons of boxwood, cut on the south coast of the Caspian Sea, in Persian territory, was shipped from thence in small vessels to Astracan, at the mouth of the Volga, thence viâ Tzaritsin, to the Don, and down that river to Rostoff, for shipment to England.

Agriculture.

The crop of maize in 1873 was considerably above the average.

The high prices realized on the continent and the famine in Anatolia created an extraordinary demand at Poti, in consequence of which the price reached the highest point it has yet been known to attain, viz., 1*l.* 8*s.* 6*d.* per imperial quarter of 480 lbs., free on board at Poti Bar, the usual rate being 1*l.* to 1*l.* 1*s.* per quarter.

These extreme prices have proved a stimulus to the indolent inhabitants, they planted a much greater extent of land, and have devoted themselves with more energy to the production of this grain; the quantity for export will, however, fall short of the previous years, the last harvest being considerably under average in Mingrelia. With the exception of a small species of millet (called gaumi), no other cereal is cultivated, wheat, oats, and barley are too weak in the straw to withstand the heavy rains and strong winds that prevail in autumn.

The soil is of a rich, alluvial nature, intersected by immense swamps and lagoons, which are so near the level of the Black Sea that efficient drainage is almost impossible.

The agricultural implements are of the most primitive character. The plough in common use is simply a crooked piece of timber tipped with iron. It is usually drawn by two or more miserable-looking, little bullocks, which are goaded onwards by means of a long, sharp-pointed rod.

The surface of the soil is thus scratched to the depth of a few inches, and the seed sown broadcast; it is then harrowed in by means of a brush-harrow of thorns. The crop is thinned and hoed during the summer. Such, however, is the productive nature of the soil that immense crops are harvested in favourable seasons by this simple process. Iron ploughs and other agricultural implements of English manufacture have frequently been introduced, but after a short trial they are invariably thrown aside.

Population.

The population of Poti is estimated at 7,000, including the garrison.

The climate is unhealthy, and the death-rate unusually high. There is no increase in the number of inhabitants. During the years 1871 and 1872 cholera carried off a great number of residents; in 1873 smallpox made great havoc amongst the poor class of natives, but happily the last year was not marked by the ravages of any epidemic.

The number of British subjects resident in Poti is small, viz., four males, one female, and three children.

Trade of Poti.

There is no trade or manufactory in Poti, a sturgeon fishery, two small sawmills, and some stores for the necessary articles of food and clothing constitute the chief industries of the place.

The shipment of maize, boxwood, walnut, &c., in small lighters to vessels anchored off the bar of the River Rhion gives employment to about 500 inhabitants.

There is only one British mercantile house established at Poti.

Exchange.

The rate of exchange is regulated by weekly advices from Odessa and Constantinople; the average rate for three months' bills in London has been 7 r. 20 c. There is no bank or exchange.

Public Works.

An iron bridge on the screw-pile system 347 yards in length, and of sufficient strength to allow a loaded train of railway wagons to pass, has been erected by an English engineer over the River Rhion about half a mile above the town, opposite the terminus of the Poti and Tiflis Railway.

The harbour in course of construction to the north of the Rhion progresses slowly; large heaps of stone have been carried by rail from quarries in the vicinity of Noveau Senac, about thirty miles from Poti, and deposited on the beach. Five cargoes of Thiel cement, brought by British steamers from Marseilles, have also been landed, but beyond this no visible progress has been made in the erection of the piers or breakwater.

It is commonly reported that this difficult undertaking, upon which 2,500,000 r. have already been expended, will be abandoned, or only completed on a small scale, and that Soukum Kali, with its commodious natural harbour, more healthy climate, with every advantage in its favour, will eventually supersede Poti, and become the principal port of the Caucasus.

The projected line of railway from Noveau Senac on the Poti and Tiflis Railway to Soukum Kali has not been commenced. The survey has, however, been completed.

A lifeboat, by Forest, of London, is now stationed on the beach about two miles to the south of the town, and a suitable building erected to protect it. A committee of management, elected by the inhabitants, of which I have the honour to be a member, and a crew have been organized.

The town of Poti does not enlarge or improve; few new buildings are erected; the old wooden ones are fast decaying; the streets, without pavement or gravel, are during the winter months almost impassable.

In consequence of the rumours afloat of the probable abandonment of the harbour works, or in the event of its completion the transfer of all the shipping trade thereto, the inhabitants, who are very poor, fear to invest what little capital they possess in land (or building), which have within the last two years depreciated in value fully 25 per cent., and they now wait the turn of events, dependent on the decision of the Minister of Public Works at St. Petersburgh.

Poti, March 25, 1875.

REVEL.

Report by Consul Michell on the Trade and Commerce of Revel for the Year 1874.

List of Goods imported at Revel from Great Britain during the Year 1874.

Articles.		Quantity.
Cement	Poods	20,349
Coals	,,	1,759,351
Cotton	,,	587,480
Wax	,,	14,887
Salt	,,	44,073
Coffee	,,	1,954
Porter	,,	2,307
,,	Bottles	18,633
Pig Iron	Poods	4,277
Copper in cakes, rods and plates	,,	56,666
Wrought iron in plates and bars	,,	179,021
Drugs	,,	78,979
Cast iron goods	,,	12,425
Wrought iron goods	,,	70,167
Rails	,,	165,047
Steel	,,	35,943
Tin plates	,,	12,461
Hardware	,,	15,957
Manufactured goods	,,	73,119
Machinery	,,	287,793
Tea	,,	46,983
Yarn, cotton and woollen	,,	95,638

List of Goods exported from Revel to Great Britain during the Year 1874.

Articles.		Quantity.
Flax	Poods	208,080
Tow and codilla	,,	31,725
Oats	Chetverts	201,460
Linseed	,,	60,500
Bones	,,	16,282
Wool	Poods	15,018
Horsehair	,,	810
Feathers and down	,,	750

List of Vessels entered at Revel from Great Britain in 1874.

Nation.	Number.	Tonnage.
English	114	84,105
Russian	16	4,858
Danish	1	872
Norwegian	4	798
Dutch	2	188
German	7	1,732
Swedish	6	1,916
Total	150	94,469

List of Vessels cleared at Revel for Great Britain in 1874.

Nation	Number.	Tonnage.
English	31	24,163
Russian	7	2,342
Danish	6	810
Norwegian	8	1,446
Dutch	1	92
German	5	1,976
Swedish	..	..
Total	55	30,829

Return of British Trade at the Port of Revel during the Year ending the 31st December, 1874.

Number.	Arrived.						Departed.			
	Name of Vessel.	Captain's Name.	Date of Entry.	Tonnage.	Number of Crew.	Whence Coming.	Nature of Cargoes.	Date of Clearance.	Tonnage.	Whither Bound.	Nature of Cargoes.
1	Leda, s.s.	W. J. Simpson ...	January 1	455	19	Hull	Goods ...	January 11	455	London... ...	Goods.
2	Astarte, s.s.	Fred. Read	,, 5	739	21	,, ...	,, ...	,, 12	739	Antwerp ...	Rye.
3	St. Petersburg, s.s.	John Maslin... ...	,, 10	460	17	,, ...	,, ...	,, 24	460	Lubeck	,,
4	Kaffraria, s.s.	Th. Potter	,, 19	762	22	,, ...	,, ...	,, 31	762	Browershafen ...	,,
5	Durham, s.s....	M. Brown	,, 8	1,441	30	New Orleans ...	Cotton ...	,, 31	1,441	,, ...	,,
6	Flos, s.s.	J. Hurst	,, 30	1,097	25	Copenhagen... ...	Empty ...	February 4	1,097	,, ...	,,
7	Derby, s.s.	J. W. Wills	,, 29	1,074	23	Hull	Goods ...	,, 5	1,074	London... ...	Oats.
8	Essex, s.s.	H. Bergwitz... ...	February 7	943	23	,, ...	,, ...	,, 16	943	Hull	Goods.
9	Astarte, s.s.	G. Mason	,, 15	739	21	,, ...	,, ...	,, 23	739	Rotterdam ...	Rye.
10	Leda, s.s.	W. J. Simpson ...	,, 16	455	19	,, ...	,, ...	,, 23	455	,, ...	,,
11	Cossac, s.s.	J. Wing	,, 23	721	20	,, ...	,, ...	March 4	721	Nieuwediep ...	,,
12	Volga, s.s.	J. Gorley	,, 18	671	19	Norrkoping	Empty ...	February 24	671	Bremerhafen ...	,,
13	Evadne, s.s.	J. Curtis	,, 25	816	21	Hull	Goods ...	March 3	816	Rotterdam ...	,,
14	Lillie, s.s.	D. Baxter	March 6	326	16	Newcastle	Coals ...	,, 16	326	Amsterdam ...	,,
15	Nellie, s.s.	F. Nesfield	,, 6	395	16	Flensburg	Empty ...	,, 12	395	,, ...	,,
16	Jutland, s.s.	H. Brown	,, 6	269	14	London	Goods ...	,, 11	269	London... ...	Goods.
17	Ouse, s.s.	R. T. Walker ...	,, 7	442	16	Newcastle	Coals ...	,, 21	442	Stettin	Rye.
18	Wear, s.s.	Rob. Milburn ...	,, 15	487	17	,, ...	,, ...	,, 19	487	Nieuwediep ...	,,
19	Winestead, s.s.	C. T. White	,, 7	1,362	25	Hull	Goods ...	,, 26	1,362	Hull & London	Goods.
20	Astarte, s.s.	G. Mason	,, 23	739	21	,, ...	,, ...	,, 28	739	Rotterdam ...	Rye.
21	Ayton, s.s.	J. Hazard	,, 17	429	20	Newcastle	Coals ...	,, 30	429	Stettin	,,
22	Ocean King, s.s.	W. Warren	,, 27	554	21	Rotterdam	Empty ...	,, 31	554	Rotterdam ...	,,
23	Una, s.s.	J. Morley	,, 18	960	23	Hull	Goods ...	,, 31	960	London... ...	Goods.
24	Ethel, s.s.	W. Coysh	April 1	669	19	,, ...	Empty ...	April 11	669	Hull	Seed and barley.
25	Stettin, s.s.	J. Ritchie	January 30	494	19	Stettin	,, ...	,, 2	494	Stettin	Rye.
26	Sandsend, s.s.	C. Dobson	April 2	454	19	Copenhagen... ...	,, ...	,, 15	454	Rotterdam ...	,,
27	Evadne, s.s.	J. Curtis	,, 1	816	21	Hull	Goods ...	,, 17	816	Stettin	,,
28	Burgos, s.s.	J. P. Hitch	,, 3	1,152	26	,, ...	Empty ...	,, 21	1,152	Antwerp ...	,,
29	Orient, s.s.	Chs. Reay	,, 3	466	19	,, ...	,, ...	,, 7	466	Stettin	,,
30	St. Andrew, s.s.	Jos. Wager	,, 3	671	21	,, ...	,, ...	,, 8	671	Rotterdam ...	,,
31	Strelna, s.s.	J. Vickermann ...	,, 3	664	19	London	Goods ...	,, 6	664	Riga	Empty.
32	Flos, s.s.	J. Hurst	March 10	1,097	25	Newcastle	Coals ...	,, 4	1,097	Rotterdam ...	Rye.
33	Leda, s.s.	W. J. Simpson ...	,, 29	455	19	Hull	Goods ...	,, 11	455	London... ...	Goods.
34	German Emperor, s.s. ...	Ths. Hart	April 4	586	19	Stettin	Ballast ...	,, 17	586	Rotterdam ...	Rye.

Number.	Arrived.							Departed.			
	Name of Vessel.	Captain's Name.	Date of Entry.	Tonnage.	Number of Crew.	Whence Coming.	Nature of Cargoes.	Date of Clearance.	Tonnage.	Whither Bound.	Nature of Cargoes.
35	Lizzie English, s.s.	R. Humphrey	April 13	264	16	Stockholm	Empty	April 18	284	Stettin	Rye.
36	Oxford, s.s.	J. H. Hagestadt	,, 18	1,017	23	Hull	Goods	,, 22	1,017	Riga	Empty.
37	Ayton, s.s.	J. Hazard	,, 17	429	20	Stettin	Empty	,, 21	429	Leer	Rye.
38	Middleton	H. Gibb	,, 10	274	8	Blyth	Coals	,, 21	274	Kotka	Ballast.
39	Kaffraria, s.s.	Ths. Potter	,, 11	762	21	London	Goods	,, 24	762	Baltic Port	Empty.
40	Derby, s.s.	J. W. Wills	,, 5	1,074	28	Hull	,,	,, 24	1,074	Hull	Seed and flax.
41	Gothenburg	W. Spark	,, 22	125	7	Copenhagen	Ballast	May 9	125	Montrose	Flax.
42	Argyle, s.s.	G. Sheriff	,, 25	767	22	Hull	Goods	April 28	767	Helsingfors	Part of cargo.
43	Ethel, s.s.	W. Coysh	,, 30	669	19	,,	Empty	May 8	669	London	Rye and oats.
44	Embla	J. McKenzie	,, 8	600	13	Savannah	Cotton	,, 4	600	Lysne	Ballast.
45	Wastdale, s.s.	W. Linklater	,, 30	544	23	Newcastle	Coals	,, 12	544	Rotterdam	Rye.
46	Una, s.s.	J. Morley	May 7	960	23	Hull	Goods	,, 12	960	Helsingfors	Part of cargo.
47	Milo	J. A. Robbins	April 21	684	14	Savannah	Cotton	,, 12	684	Uleaborg	Ballast.
48	Gunhilda	R. Mickle	,, 19	699	13	,,	,,	,, 13	699	Cronstadt	,,
49	Cromwell, s.s.	R. Woodley	May 7	565	17	Swinemunde	Empty	,, 13	565	Swinemunde	Rye.
50	Astrida	A. Chisholm	April 25	999	18	Savannah	Cotton	,, 16	999	Uleaborg	Ballast.
51	Viceroy, s.s.	Chs. Omand	May 17	937	22	Hull	Goods	,, 30	937	Hull	Goods.
52	Medusa, s.s.	Geo. Dixon	,, 17	481	20	Swinemunde	Empty	,, 22	481	Amsterdam	Rye and flax.
53	Brothers	E. Jenkins	,, 23	537	12	Charlestown	Cotton	June 6	537	Uleaborg	Ballast.
54	Salisbury, s.s.	Ths. Lewis	,, 21	431	18	Hull	Goods	May 23	431	Helsingfors	Part of cargo.
55	Hutton Chaytor, s.s.	J. Fleming Jack	,, 19	459	16	Copenhagen	Empty	,, 25	459	Amsterdam	Rye.
56	Greta, s.s.	J. Bulmer	,, 23	398	16	Calle	,,	,, 27	398	Copenhagen, f. o.	,,
57	Cossack, s.s.	J. Wing	,, 24	721	20	Hull	Goods	,, 28	721	Helsingfors	Part of cargo.
58	India	W. Moran	,, 1	1,163	21	New Orleans	Cotton	,, 25	1,163	Hudiksvall	Ballast.
59	Prudhoe Castle, s.s.	R. Watson	June 1	553	22	Newport	Rails	June 8	553	Riga	Empty.
60	Fenham, s.s.	Whitteaker	,, 4	567	20	Newcastle	Coals	,, 9	567	,,	,,
61	Cornucopia	R. Pitt	,, 4	206	8	,,	,,	,, 15	206	Wiburg	Ballast.
62	Ceres, s.s.	H. J. Bown	May 29	786	22	Hull	Goods	...	786	Helsingfors	Part of cargo.
63	Oxford, s.s.	J. Hagestadt	,, 30	1,017	23	,,	,,	...	1,017	,,	,, ,,
64	Spray, s.s.	Ths. Clark	June 5	393	16	West Hartlepool	Coals	...	393	Riga	Empty.
65	Lorne, s.s.	J. Martin	,, 5	763	22	Hull	Goods	...	763	Cronstadt	Part of cargo.
66	Surrey, s.s.	G. R. Reed	,, 6	1,070	23	,,	,,	...	1,070	,,	,, ,,
67	Thomas Adam, s.s.	J. Match	,, 7	479	20	,,	,,	...	479	Helsingfors	,, ,,
68	Victoria	H. Frost	,, 7	292	9	Newcastle	Coals	...	292	Narva	Ballast.
69	Garrison, s.s.	J. Watson	,, 7	667	21	Elsinore	Cotton	...	667	Riga	Empty.
70	Leda, s.s.	W. J. Simpson	,, 13	455	19	Hull	Goods	...	455	Helsingfors	Part of cargo.
71	Guinivere, s.s.	H. Dickson	,, 15	971	15	New Orleans	Cotton	...	971	Lysne	Ballast.
72	Leda, s.s.	W. J. Simpson	,, 20	455	19	Helsingfors	Empty	...	455	Hull	Goods.
73	Lizzie Wright	G. Wright	,, 13	927	15	New Orleans	Cotton	...	927	Helsingfors	Ballast.

Number.	Arrived.							Departed.			
	Name of Vessel.	Captain's Name.	Date of Entry.	Tonnage.	Number of Crew.	Whence Coming.	Nature of Cargoes.	Date of Clearance.	Tonnage.	Whither Bound.	Nature of Cargoes.
74	Salisbury, s.s.	Ths. Lewis	July 4	431	19	Hull	Goods ...	...	431	Helsingfors ...	Part of cargo.
75	Volante, s.s.	J. Cawcutt	June 27	995	23	,, ...	,, ...	...	995	Cronstadt ...	,, ,,
76	Derby, s.s.	J. W. Wills	,, 27	1,074	23	,, ...	,, ...	...	1,074	Helsingfors ...	,, ,,
77	Una, s.s.	J. Morley	,, 27	960	23	,, ...	,, ...	...	960	Cronstadt ...	,, ,,
78	Kaffraria, s.s.	W. Bibbing	July 3	762	21	,, ...	,, ...	...	762	Helsingfors ...	,, ,,
79	Penelope, s.s.	J. Robinson	,, 11	917	25	,, ...	,, ...	...	917	Cronstadt ...	,, ,,
80	Norfolk, s.s.	Ths. Holyman ...	,, 12	967	24	,, ...	,, ...	...	967	Helsingfors ...	,, ,,
81	Kaffraria, s.s.	W. Bibbing	,, 2	762	21	Helsingfors	Empty ...	...	762	London	Oats.
82	Leda, s.s.	W. J. Simpson ...	,, 18	455	19	Hull	Goods ...	...	455	Hull	Goods.
83	Thomas Adam, s.s. ...	J. Mutch	,, 18	479	20	,, ...	,, ...	...	479	Riga	Empty.
84	Ceres, s.s.	J. H. Bown	,, 27	786	22	,, ...	,, ...	...	786	Helsingfors ...	Part of cargo.
85	Durham, s.s.	M. Brown	,, 25	1,441	30	,, ...	,, ...	...	1,441	Cronstadt ...	,, ,,
86	Abbotsford, s.s. ...	C. Paterson	,, 26	649	25	Bombay	Cotton ...	...	649	,, ...	Empty.
87	Primrose, s.s. ...	G. Hardcastle ...	,, 31	430	17	Hartlepool	Coals ...	...	430	Dantzic	,,
88	Charles Dickens, s.s. ...	J. Wallace	,, 31	647	21	Newcastle	,, ...	...	647	Cronstadt ...	,,
89	Volante, s.s.	J. Cawcutt	,, 31	995	23	Hull	Goods ...	...	995	,, ...	Part of cargo.
90	Surrey, s.s.	G. R. Reed	August 1	1,070	23	,, ...	,, ...	...	1,070	Helsingfors ...	,, ,,
91	William Cory, s.s. ...	G. Croxon	,, 6	1,238	30	Carwar	Cotton ...	...	1,238	Cronstadt ...	Empty.
92	Dagmar, s.s.	J. Dyson	,, 8	437	17	London	Goods ...	August 11	437	Helsingfors ...	Part of cargo.
93	Una, s.s.	J. Morley	,, 8	960	23	Hull	,, ...	,, 15	960	,, ...	,, ,,
94	Salisbury, s.s. ...	Ths. Lewis	,, 8	431	18	,, ...	,, ...	,, 12	431	Wiburg	,, ,,
95	Kaffraria, s.s. ...	W. Bibbing	,, 13	762	21	London	,, ...	,, 15	762	Helsingfors ...	,, ,,
96	Astarte, s.s.	G. Mason	,, 15	739	21	Hull	,, ...	,, 15	739	Cronstadt ...	,, ,,
97	Essex, s.s.	H. Bergwitz ...	,, 15	942	23	,, ...	,, ...	,, 19	942	Helsingfors ...	,, ,,
98	Surrey, s.s.	G. R. Reed	,, 15	1,070	23	Helsingfors	Empty ...	,, 19	1,070	Hull	Flax, etc.
99	Norfolk, s.s.	Ths. Holyman ...	,, 21	967	22	Hull	Goods ...	,, 26	967	Helsingfors ...	Part of cargo.
100	Dania, s.s.	R. M. Robinson ...	,, 21	554	21	West Hartlepool ...	Coals ...	,, 24	554	Cronstadt ...	Empty.
101	Thomas Adam, s.s. ...	J. Mutch	,, 22	479	20	Hull	Goods ...	,, 24	479	Helsingfors ...	Part of cargo.
102	Argyle, s.s.	G. Shetliff	September 2	767	22	,, ...	,, ...	September 3	767	,, ...	,, ,,
103	Volante, s.s.	Cawcutt	,, 3	995	23	,, ...	,, ...	,, 5	995	Cronstadt ...	,, ,,
104	Eastella, s.s.	C. Neubauer ...	,, 2	628	22	Newcastle	Coals ...	,, 8	628	,, ...	Empty.
105	Alfaar, s.s.	G. Scarr	,, 6	637	20	Hull	Goods ...	,, 9	637	Riga	,,
106	Ceres, s.s.	H. J. Bown	,, 10	786	21	,, ...	,, ...	,, 15	786	Helsingfors ...	Part of cargo.
107	Wells, s.s.	J. Pinkernell ...	,, 11	707	22	,, ...	,, ...	,, 14	707	,, ...	,, ,,
108	Evadne, s.s.	J. Curtis	,, 12	816	21	,, ...	,, ...	,, 15	816	Cronstadt ...	,, ,,
109	La Plata, s.s.	G. J. Fullam ...	,, 16	947	24	,, ...	,, ...	,, 19	947	,, ...	,, ,,
110	Salisbury, s.s. ...	Ths. Lewis	,, 17	431	18	,, ...	,, ...	,, 18	431	Abo	,, ,,
111	Fatfield, s.s.	L. Hull	,, 16	416	20	West Hartlepool ...	Coals ...	,, 20	416	Riga	Empty.
112	Astarte, s.s.	G. Mason	,, 21	739	21	Hull	Goods ...	,, 22	739	Cronstadt ...	Part of cargo.

Number.	Arrived.							Departed.			
	Name of Vessel.	Captain's Name.	Date of Entry.	Tonnage.	Number of Crew.	Whence Coming.	Nature of Cargoes.	Date of Clearance.	Tonnage.	Whither Bound.	Nature of Cargoes.
113	Elizabeth, s.s.	W. J. Simpson	September 19	782	21	Hull	Goods	September 30	782	London	Oats.
114	Kaffraria, s.s.	W. Bibbing	,, 26	762	21	,,	,,	,, 30	762	Helsingfors	Part of cargo.
115	Longhirst, s.s.	John McKenna	,, 25	529	21	Newcastle	Coals	,, 30	529	Riga	Empty.
116	Ella Constance, s.s.	H. Revell	,, 26	476	17	Hull	Goods	,, 26	476	Abo	Part of cargo.
117	Penelope, s.s.	O. Robinson	,, 26	917	23	,,	,,	,, 26	917	Cronstadt	,, ,,
118	Camerata, s.s.	W. Murray	,, 28	547	21	Newcastle	Coals	October 4	547	Soderhamn	Empty.
119	Lorne, s.s.	O. Marten	October 3	763	22	Hull	Goods	,, 7	763	Cronstadt	Part of cargo.
120	Nio, s.s.	Ths. W. Pinkney	,, 6	875	26	,,	,,	,, 7	875	Helsingfors	,, ,,
121	Hotspur, s.s.	W. Bowery	,, 8	714	22	Newcastle	Coals	,, 15	714	Cronstadt	,, ,,
122	Norfolk, s.s.	Ths. Holyman	,, 9	968	23	Hull	Goods	,, 13	968	,,	,, ,,
123	Volante, s.s.	G. Cawcutt	,, 13	995	23	,,	,,	,, 15	995	,,	,, ,,
124	Dagmar, s.s.	J. Dyson	,, 14	437	16	,,	,,	,, 14	437	Helsingfors	,, ,,
125	Lida, s.s.	G. Thornham	,, 20	455	19	,,	,,	November 2	455	Hull	Linseed.
126	Ceres, s.s.	J. H. Bown	,, 26	786	22	,,	,,	October 28	786	Helsingfors	Part of cargo.
127	Astarte, s.s.	G. Mason	,, 29	739	22	,,	,,	November 2	739	Cronstadt	,, ,,
128	Vendsyssel, s.s.	P. Petersen	November 1	483	25	Amsterdam	,,	,, 3	483	,,	,, ,,
129	Volga, s.s.	J. Gorley	,, 2	671	18	Hull	,,	,, 3	671	,,	,, ,,
130	Una, s.s.	J. Morley	,, 4	960	24	,,	,,	,, 7	960	Helsingfors	,, ,,
131	Essex, s.s.	H. Bergwitz	,, 18	942	23	,,	,,	,, 28	942	London	Oats.
132	St. Petersburg, s.s.	J. Maslin	,, 13	460	16	,,	,,	,, 21	460	,,	,,
133	Una, s.s.	J. Morley	,, 21	960	23	Helsingfors	Empty	,, 27	960	,,	,,
134	Norfolk, s.s.	Ths. Holyman	,, 26	968	23	Hull	Goods	December 9	968	,,	,,
135	Jutland, s.s.	J. B. Crombie	,, 26	269	14	,,	,,	,, 6	269	Hull	Linseed.
136	Ella Constance, s.s.	H. J. Revell	,, 21	476	18	Hull via Helsingfors	,,	November 28	476	Helsingfors	Empty.
137	Volante, s.s.	G. Cawcutt	,, 30	995	23	Hull	,,	December 12	995	London	Oats.
138	Winestead, s.s.	Chs. White	,, 30	1,363	27	,,	,,	,, 21	1,363	,,	,,
139	Mary Driver, s.s.	W. R. Carson	December 3	869	21	Copenhagen	Empty	,, 9	869	,,	,,
140	Glenmanna, s.s.	Wm. Elliott	,, 3	554	21	Lubeck	Cotton	,, 8	554	Riga	Empty.
141	Odessa, s.s.	G. H. Dowell	,, 6	819	21	Hull	Goods	,, 18	819	London	Oats.
142	Oxford, s.s.	J. H. Hagestadt	,, 6	1,017	23	London	,,	,, 18	1,017	,,	,,
143	Astarte, s.s.	G. Mason	,, 9	739	21	Hull	,,	,, 14	739	,,	,,
144	Cossac, s.s.	J. Wing	,, 8	721	20	,,	,,	,, 23	721	Hull	Linseed.
145	Surrey, s.s.	G. R. Reed	,, 12	1,070	23	,,	,,	,, 30	1,070	London	Oats and seed.
146	Penelope, s.s.	J. Robinson	,, 28	917	23	,,	,,	...	...	...	...
147	Durham, s.s.	M. Brown	,, 29	1,441	29	,,	,,	...	...	...	...
148	Winestead, s.s.	Chs. White	...	...	...	...	...	January 11	1,363	Hull via Pillau	Goods.
				106,727	3,001				105,732		

Return No. II.—Gross Return of British and Foreign Trade at the Port of Revel during the Year ending the 31st December, 1874.

Nation.	Arrived.				Departed.				Remarks.
	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargoes.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargoes.	
British	147	106,727	3,001	Unknown	146	105,732	2,976	Unknown	2 steamers discharging and loading—Penelope and Durham, 2,358 tons.
Russian	96	26,054	1,462	„	95	24,282	1,404	„	7 sailers and 1 steamer wintering.
German	114	39,112	1,568	„	115	39,660	1,583	„	1 steamer discharging — Diana, 250 tons.
Norwegian	54	12,376	457	„	56	12,486	466	„	
French	7	2,692	145	„	7	2,692	145	„	
Danish	29	10,788	377	„	30	10,902	390	„	
Dutch	25	10,726	369	„	25	10,726	369	„	
American	10	8,498	139	„	10	8,498	139	„	
Swedish	48	23,524	690	„	48	23,524	690	„	
Belgian	4	2,696	84	„	4	2,696	84	„	
Total	534	243,193	7,292	..	536	241,198	8,246	..	

TAGANROG.

Report by Consul Carruthers on the Trade and Commerce of Taganrog for the Year 1874.

In reviewing the export trade at this port during the past year, it may not be superfluous to take a retrospective glance at the position of this and surrounding agricultural districts in the two or three preceding seasons. The harvest of 1871 rendered indifferent returns, and proved still less satisfactory in the year following, whilst in 1873 the crops generally were deficient, having in many localities scarcely produced more than the seed that was sown. Stocks of cereals at the Azoff ports last winter were consequently at their minimum, and although depots inland were not inconsiderable, means of conveyance to market were wanting, the railways being found altogether unequal to the demands made on them. Cartage, too, had become scarce, and more costly than formerly, owing to a diminution in the number of oxen employed for that purpose. Under such circumstances the commercial prospects for exports at the commencement of 1874 presented a far from encouraging aspect.

A backward spring and low temperature succeeded a dry, unsteady winter, nor was it until the month of April that genial weather, with salutary rains, imparted a stimulus to vegetation, and beneficially affected the corn and grass crops, which speedily recovered their wonted seasonable appearance. In May and June the country presented a cheering prospective assurance of great promise, and agriculturists began to reckon on ample compensation for past deficiencies. Wet and moist weather unhappily continued far into July, after the corn was in ear; hot gleams of sunshine, succeeded by showers, blighted much of the standing wheat; a rapid growth of weeds overran and stifled the crops in various quarters, whilst in others rust made its appearance. On the whole, however, the fields looked well, and it was not before the harvest had been gathered in that proprietors and farmers became convinced they had allowed themselves to be painfully deceived by flattering appearances. In some favoured quarters very large returns were nevertheless secured. Hard wheat, if not deficient in quantity, was defective in grain and colour. Soft, or "Ghirka" wheat, turned out short, but was fine in quality. On the aggregate, last season's rendering of grain crops was less than an average production, but the widely increased breadth of land brought under culture compensated for the defective yield, however little benefit may have accrued to landowners from such increase. The scarcity, and exceedingly high wages of field labourers on one hand, and unusually low prices during the autumn months on the other, having left very scanty indemnity to producers for the capital and pains employed.

Proprietors, and the possessors of estates, begin to feel conscious of having acted on an erroneous principle by confining their attention especially to agricultural pursuits, to the exclusion of rearing sheep and cattle, or applying themselves to some other description of industry.

The coalfields in this portion of the empire present a tempting futurity of great promise for investments; but few proprietors have the means, nor, perhaps, inclination to explore the natural wealth even of

their own possessions; anthracite and coal are destined nevertheless, at no remote future period, to become an important source of wealth to this portion of the empire. The rapid extension of railways, the necessities of war and mercantile navy, the wants of the Caspian, Azof, and Black sea ports, together with those of manufactories and various descriptions of industry rising up, demand daily increasing supplies, independent of which, calls for abroad although heretofore not urgent, already produce a certain effect, and would speedily swell into magnitude, if requirements, when called for, could be relied on and satisfied. The quantity of combustible minerals now furnished may be taken roughly at 500,000 tons a year, a mere fraction of what might be forthcoming with adequate means and appliances; no more than about 5,000 tons were brought here for shipment last season, not, however, owing to absence of demand, but because the means of transport, or conveyance, were wanting, railways that might have rendered effectual service being encumbered with grain, of which considerable quantities were detained and stacked at various stations, exposed to deterioration from the weather, and to loss, the accommodations, and rolling stock, having been found altogether inadequate to the mass of goods awaiting conveyance. The cost, too, of carriage, with loading, discharging, cartage, labourage, shipment, &c., on an article of so low a value proved excessively onerous, 36*s.* per ton being consequently the lowest price at which anthracite or coals can be delivered on board in this roadstead; still, even at that cost the demand far exceeded supplies.

The serious consideration of the Imperial Government has been latterly directed to this subject, and a conference of delegates from the respective ministerial departments assembled at Taganrog early in December last, to confer with other parties interested in mineral productions of these parts, and devise the most suitable measures for adoption, to facilitate the conveyance of minerals from the coal country to the Azof ports, and likewise to suggest means for diminishing the expenses and charges of shipment. Various schemes for the attainment of these objects were propounded, such as the construction of transversal railways through certain portions of the coalfields, whereby they would be brought into direct connection with the Azof ports, and furthermore to canalize, or render navigable for suitable craft, the river Donetz, and other streams running through the coal country, and thereby establish permanent intercourse by water with Taganrog. No definite plan has, however, yet been determined on for the undertakings referred to.

As railways might prove a useful auxiliary for strategic purposes, this system, in the first instance, will probably be decided on, in preference to the more durable, and less costly communications by water. But eventually there is little doubt that both those methods will be found expedient.

In November last the Minister of Ways and Communications came on a visit of inspection to the principal Azof ports, which have been suffered to remain, hitherto, notoriously devoid of accommodation for shipping, and other conveniences required by an expanding trade. During the stay of His Excellency at Taganrog, works and constructions of utility were suggested, for carrying out necessary requirements, to facilitate the discharge and the embarkation of goods, and to diminish commercial shipping expenses. At Mariopol the construction of a mole was promised, together with a railway to connect that town with a transversal line, which is to form a junction with that of Sevastopol. Similar desirable ameliorations were held in prospective at Berdiansk. At Kertch the advantage of forming a channel through the straits from

sea to sea, of fourteen feet depth of water, was considered expedient. These various undertakings were discussed, and in the main approved of by the conference, but any decision relative thereto must be awaited from St. Petersburgh before action can be taken.

Whilst the attention of Government has been drawn to the ports of the Azof, the state of coasting vessels, and of seamen, have not been lost sight of; a kind of seminary, called "Maritime Classes," for the instruction of mariners (mentioned in my last commercial report) has been confirmed and subsidized by the State. The term of instruction is appointed to commence on the 15th (27th) November every year, and continue without intermission up to the ensuing 15th (27th) of April. Instruction is gratuitous, the only qualification for admission being that the applicant can read and write. Such as wish to be taught navigation and maritime duties only, must produce proof of having been employed on shipboard at sea during a couple of years. For shipbuilding tuition sea service is dispensed with.

Merchant seamen, if employed on ship-board under engagement, enjoy the privilege of not being pressed into the Crown service before having attained the age of 25 years. Shipmasters and mates in continuous employment under the Russian flag on foreign voyages, for the space of ten years, are enfranchised from active service, and are enrolled in the reserve.

Credible reports are rife, that Taganrog is on the point of being constituted a new Government and centre of local administration, but as the plan has been agitated upwards of twenty years, the matter may still remain for an indefinite length of time in abeyance. It is beyond doubt, however, that this portion of the empire is at length engaging serious consideration of the ministers, and such being the case, beneficial results may be confidently expected to result therefrom.

Trade and Commerce.

Imports.—The principal articles of importation do not present any marked novel feature when compared with preceding years. Dried fruits, oil, and Greek wines have, as usual, formed the main items. These enjoyed a fair demand for the inland provinces throughout the season, and sales were effected at remunerative prices. Cash payments were, however, rare exceptions, nor have the obligations given on term been paid with desirable regularity.

Agricultural machinery and implements enjoyed unusual favour, stocks remaining on hand were rapidly cleared off, and new importations in their turn found eager buyers. These, with a large quantity of railway plant, constituted the chief items of interest to British import trade, and in value were considerably in excess of any previous year.

Some difficulties have arisen with the custom-house authorities here, owing to objections raised by that department to retain goods landed as security for the payment of freight and landing charges, notwithstanding the stipulations made in bills of lading, that shipowners "shall have a lien on the goods until freight and incidental charges are paid." Should this objection of the customs be maintained, and ship masters, or ship agents be compelled to have recourse to the tribunals to recover their claims for freight, &c., from receivers of goods, after these have gained possession of such goods, the loss of time, trouble, and expenses of necessary legal proceedings, would render importations by British vessels impracticable. It is to be hoped that measures will be adopted to remedy the evil, the more so, as for steamers of the Russian "Steam Navigation and Commercial Company," the custom-house is authorised

to withhold delivery of the merchandise they discharge here, until claims for freight, &c., shall be satisfied.

The annual value of merchandise imported by British shipping during the five preceding years is shown in the following table :—

	£
1870	322,400
1871	237,500
1872	102,100
1873	371,000
1874	433,600

And the aggregate value of all importations at Taganrog during the years above mentioned was as follows :—

	£
1870	1,106,899
1871	1,083,140
1872	942,230
1873	1,087,660
1874	1,105,270

Exports.—As heretofore cereals and seed continue to embrace the principal produce shipped here for foreign countries, nor is there a probability that any notable change in this respect will take place for many years to come.

Wheat.—Stocks the commencement of last year were unusually low at all the Azof ports, and although extensive supplies remained at some inland localities in readiness to be sent forward, very little could be carted during the winter, owing to the absence of settled sledge-roads and a scarcity of carriers. The railways likewise afforded very inadequate means, large quantities of grain having been retained at some of the stations for months together awaiting conveyance. As the spring advanced, however, granaries here became gradually replenished. The navigation reopened late and very few ships made their appearance early in the season, but little detention consequently took place in furnishing them with cargos. High prices were predominant, and continued to be well supported up to the close of April, at the equivalent of from 2*l.* 7*s.* to 2*l.* 18*s.* per quarter, free on board, for the various qualities and descriptions. In course of the four succeeding months, rates gradually gave way to from 1*l.* 15*s.* to 2*l.* 5*s.* per quarter, and during the autumn the extreme range of prices for all kinds of wheat was from 1*l.* 11*s.* 6*d.* to 2*l.* 3*s.* per quarter, free on board. So enormous a fall as 15*s.* 6*d.* per quarter in the space of nine months told severely on the producers, who had besides incurred unusually heavy expenses in harvesting their crops, owing to the scarcity and extravagant cost of field labour. In many instances, too, a large proportion of straw gave inadequate returns of grain. The sellers, however, were in no position to hold their goods for better prices, and everything that came forward was realized forthwith.

Rye was in good demand last spring, but supplies were scanty, and high prices prevailed during the first four months of the year from 1*l.* 6*s.* to 1*l.* 10*s.* per quarter free on board being readily paid. As summer approached some quantity was brought forward from the more remote inland districts, by which time the tone of markets abroad having become less favourable, rates receded to the parity of 1*l.* 2*s.* 6*d.* per quarter; and in the autumn months free on board quotations were as low as 1*l.* 1*s.* 6*d.* per quarter. The last harvest was deficient in quantity, but the quality of new rye met generally with approval.

Barley enjoyed considerable favour, and was in much request during the spring months, at which time rates equal to 1*l.* 5*s.* per quarter free on board were eagerly paid; but in May and June prices receded, nothing beyond 1*l.* 2*s.* per quarter on board being then procurable. In the three last months of the year a further drop of fully 3*s.* per quarter in the free on board value was submitted to, although both in colour and grain barley of the last crops was exceptionally fine. In surrounding districts the produce was under an average.

Oats were scarce and not procurable in any considerable quantity during the entire season, no important oscillation in prices was observable, and quotations stood at about 1*l.* per quarter free on board. The total exportation did not exceed 53,000 quarters for the season.

Linseed fully maintained its good reputation, being as usual very easy of sale at the equivalent rate of 2*l.* 12*s.* per quarter free on board up to the month of August, when prices receded to the extent of from 2*s.* to 3*s.* per quarter, and as the season advanced a further decline set in, until the free on board rate of 2*l.* 1*s.* per quarter was reached; since then an improvement in price to the extent of 2*s.* a quarter on the lowest quotation was regained. Accounts of the linseed crops in the divisions of the Empire northward are very contradictory, but a much larger breadth of land was sowed than in preceding years. To the eastward and south of the Azof, on the Kuban, the crops turned out well, and the seed from those parts is found to be of excellent quality.

Rapeseed brought prices equal to 1*l.* 3*s.* per quarter free on board during the earlier half of the year; prices gradually declined to 19*s.* 6*d.* per quarter on board toward the close of the season.

By the following statement is shown the volume of grain and seed exported in the last five years respectively:—

EXPORTATION of Grain and Seed at the Port of Taganrog in the Years 1870 to 1874 both inclusive.

Name of Articles.	1870.		1871.		1872.		1873.		1874.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Quarters.	£	Quarters.	£	Quarters.	£	Quarters.	£	Quarters.	£
Wheat	2,156,436	3,796,544	2,032,217	3,816,370	1,050,156	2,127,462	733,218	1,814,206	1,159,345	2,551,376
Rye	265,930	291,445	294,848	358,325	92,066	106,463	179,066	235,686	283,173	344,773
Barley	563,043	479,837	312,400	284,000	146,953	125,816	40,940	40,864	213,728	210,827
Oats	137,813	107,667	92,889	67,865	1,438	1,438	4,788	4,493	53,004	54,130
Linseed	420,380	949,654	501,818	1,209,200	444,090	1,136,063	542,790	1,325,603	714,065	1,672,844
Rapeseed	54,798	56,339	99,675	118,004	96,237	120,578	60,258	74,479	66,759	70,721
Total	3,598,400	5,681,516	3,333,847	5,853,764	1,830,940	3,617,820	1,561,060	3,495,331	2,490,074	4,904,671

Stocks of all descriptions of grain and seed were entirely exhausted in the Azof ports at the close of the navigation, since which time produce has been coming forward, and supplies inland being abundant, a moderate depôt will undoubtedly be formed ere the next shipping season shall have come round.

Wool (Donskoy) is the only additional article of exportation here that sensibly interests the British trade; but although the unlimited plains in these parts so suitable to sheep walks would lead to a supposition that the growth of wools should make rapid progress, such does not appear to be the case, as the annual shipments show no permanent increase. It is averred by some that the flocks are less numerous than heretofore, whilst others attribute this stationary position of the foreign trade to a large augmentation in the home consumption. One or the other of these causes may be in action, which will be more readily determined in the course of a few seasons. Good average washed Donskoy wool ranged at rates equivalent to from 7¾*d.* to 8½*d.* per lb. free on board; but fine picked parcels of clean washed, long woolled fleeces brought as high as 9½*d.* per lb. on board.

The table underneath will present in quantity the wool shipments at this port during the last five preceding years,

	Lbs.
1870	7,303,968
1871	6,589,188
1872	8,225,208
1873	4,579,452
1874	7,541,568

Of the foregoing fully three-fourths the quantity was shipped for England direct, a couple of cargoes only having been destined for New York, the residue to France or Belgium.

The only other important articles of exportation consist of caviar, Siberian butter, and tallow, usually purchased for the supply of Turkey and Mediterranean markets.

Underneath is submitted the estimated annual sterling value of all exports at Taganrog since the year 1869.

	£
1870	6,224,014
1871	6,509,830
1872	4,498,191
1873	3,945,536
1874	5,494,202

Shipping and Navigation.

The limited number of foreign ships that resorted to this port during the last season is evidence of three unfavourable preceding harvests in Southern Russia, and although the aggregate amount of tonnage exceeded that of 1872 and 1873, it was nevertheless much under the range of former productive periods. Of foreign flags, which, heretofore, principally participated in the Azof trade, British shipping alone has gained a proportional ascendancy, Italian, and especially Austrian vessels, are entirely distanced, and Greek scarcely maintain their footing. From the advances made at Taganrog by the first mentioned ships of late years, it would seem as if our mercantile marine were destined to monopolize the greater portion of this carrying trade. Since 1871 British tonnage has annually been obtaining an advantage over other flags, and in the last year approached nearly the collective amount in tonnage of all other ships, those of Russia inclusive. The number of British steamers was likewise unprecedented, having

exceeded that of sailing vessels, notwithstanding the inconvenience of this navigation to ships of a considerable draught of water.

Last year most of the British ships arrived chartered for a return voyage, but such as came here free of engagement, had little difficulty in obtaining employment at freights varying from 6*s.* to 8*s.* per quarter of wheat for the United Kingdom, excepting during a portion of the months of July and August, at which time not more than 5*s.* per quarter were obtainable, the great scarcity of produce having rendered charters on any terms almost impracticable.

Shipmasters generally were assiduous in their duties, nor were the complaints of, or those made by seamen, numerous, some black sheep occasionally showed themselves on both sides, but upon the whole there was little cause for animadversion. Foreign shipmasters in several instances were in command of British vessels, and the number of foreign seamen serving on board, appears to be on the increase, attributable principally, to the latter being more ready to accept the rate of wages proposed by British shipowners, than native mariners consider themselves entitled to.

To more fully elucidate the general movement of shipping at this port, since 1869, reference is requested to the following statement.

SHIPPING at the Port of Taganrog in the Years 1870 to 1874, both inclusive.

Nationality.	1870.		1871.		1872.		1873.		1874.	
	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
British	283	96,065	242	84,374	196	84,124	150	71,171	286	147,834
Russian	102	24,068	86	18,940	87	15,434	131	30,816	96	29,746
Italian	320	107,971	348	134,036	81	27,819	61	19,261	86	28,241
Greek	674	140,682	566	118,410	313	66,316	242	53,388	346	82,268
Sweden and Norwegian ..	138	46,486	103	35,768	43	15,976	40	14,954	47	17,276
Austrian	70	29,133	53	19,793	25	9,774	38	14,062	33	11,469
French	5	1,025	1	224	1	348	1	900	2	505
North German	48	17,442	94	34,664	32	11,904	9	2,604	7	2,554
Turkish	131	12,389	111	10,227	90	5,210	73	4,894	43	3,816
Belgian	3	2,887	1	1,162	3	3,604	1	1,280	3	3,796
Samiot	2	380	3	512	..	..	..	..	..	..
Wallachian	5	952	3	678	2	462	..	..	2	492
Spanish	..	..	..	..	..	..	..	..	..	..
American	..	..	..	..	..	..	..	..	..	..
Dutch	..	..	1	196	1	888	1	888	..	..
Total	1,781	479,480	1,612	458,984	874	241,859	747	214,218	951	327,997
Whereof British steamers..	33	19,056	28	17,722	69	44,491	69	46,068	162	108,723

Exchanges.

The course of exchanges ruled remarkably steady throughout the past year. Bills at three months date on London having been readily placed at from 7 r. 35 c. per £ at the commencement of the season, when rates were most in favour of drawers, to 7 r. 15 c. per £ in December month, at which time the rouble value stood at the highest. Oscillations between those extremes were, however, more gradual than usual, and merchants enabled to make their calculations without much apprehension of being deceived. The necessity of having recourse to St. Petersburg or Odessa for funds was rare, local banks offering such accommodation as was needed under ordinary circumstances in the common course of business; for the foregoing calculations 7 r. 20 c. per £ is the rate adopted.

Cattle Plague.

Neither at this place nor in the immediate neighbourhood, did this disease show itself during the past year, although in the Don Cossack territory and adjacent districts, the malady made its appearance in July and August, but did not take any wide extension, nor were the ravages great in those localities. For some months past reports have been favourable from all quarters. In the vicinity of Berdiansk, the disorder prevailed with much virulence in the earlier autumn months, but was speedily suppressed, and is now extinct in that neighbourhood.

Cholera.

This scourge, that fixed itself with so much pertinacity in some of the northern and central provinces, passed over those to the southward without having left any appreciable marks of its flight. Some suspicious incidents showed themselves of a sporadic character in the autumn months but the epidemic took no root and was speedily forgotten.

Public Works.

Various projects of public utility have latterly been put forward for the improvement and convenience of this and other Azof ports, but in what manner or when such requisitions will be carried into effect, cannot at present be stated with any degree of assurance. In the meantime some undertakings already in progress, remain uncompleted. The new Taganrog mole, for instance, requires the road to be finished along the top of the pier, for affording greater accommodation in the landing and the shipment of goods, being at present almost impassable, and of little utility. Of the female gymnasium likewise, a roof and the bare walls, are all which that institution can yet boast of.

An arrangement has quite recently been made, by this municipal administration, with a contractor for undertaking and constructing the necessary works to supply this town with water, which will have to be conducted hither from the river Mieuse, a distance of nine or ten miles. Sixteen basins, or repertories, have to be erected in different places for public accommodation, and mains laid down throughout the principal streets, with conducting pipes to pass inside each gateway. Such as wish to have water in their houses or offices, must bear the cost of that extra convenience. An impost on householders is contemplated, at the rate of about 1*d.* for every thirty gallons of water employed on their premises, but the details relative thereto have not yet been established, and some minor points are still to be adjusted. The works are to com-

mence without delay and be terminated in the space of two-and-a-half years.

With the foregoing single exception the new town administration is distinguished by the absence of everything conducive to the embellishment of the town or to the utility or convenience of the inhabitants. Streets and roads remain in a state of dilapidation and neglect that defies description.

The Losova-Sevastopol railway is completed throughout and now open to traffic, and the Rostoff-Vladikavkaz line is in like manner open for conveyance to Piati Gorsk. The new bridge across the Don at Rostoff having been proved and found effective, abundance of produce is stated to be coming forward by that route.

Casual Remarks.

It does not appear that the newly introduced system of conscription has encountered opposition or objection on the part of the Russian population. The lower orders have even met the call with a certain degree of alacrity, seeing that all classes have now to participate in a burthen which previously fell almost exclusively on themselves. Subordinate employés and merchants view the matter with less favour, but seem scarcely conscious of the heavy drain they will have eventually to support. At the outset all is new and the burthen but slightly felt, the lapse of a few years will however bring parties in face of sacrifices scarcely imagined at present.

The Menonite colonists and Crimean Tartars, it appears, evinced an utter abhorrence to military service, on religious grounds, and the Crown has considerately conciliated those scruples, by having decreed that those communities shall be constituted non-combatants, and serve the State in a quasi civil capacity. About 40,000 of the first named, being the most industrious and well conducted subjects of the Empire, have been thus saved to the country. Armenians and Israelites, scarcely less averse to warfare, have been obliged to submit to the general law, without any exception being made in their favour.

The disadvantages attending a sparse, scattered population, are beginning to be very sensibly felt in this quarter, now that cultivation is expanding and industries of various descriptions growing up. Agriculturists complain bitterly of the heavy cost of field labour, which ranged at from 1*s.* 6*d.* to 2*s.* 6*d.* a day, exclusive of maintenance, during the summer months. Murmurings of similar tendency are heard at the coal fields, and manufactories also found much difficulty in procuring hands.

New regulations are under consideration at St. Petersburg regarding the duties and obligations of employers and the employed, and to establish rules relative to those of masters and domestic servants. At present the latter do just as they think fit, no effective control being exercisable over them.

Taganrog, February 19, 1875.

SAXONY.

LEIPZIG.

Report by Consul-General Tauchnitz on the Trade and Commerce of Leipzig, for the Year 1874.

RETURN of the Goods liable to Duty—the Manufacture of the States of the Zollverein—imported into Leipzig at the Fairs in 1874.

Number.	Description of Goods.	New Year's Fair.	Easter Fair.	Michaelmas Fair.	Total.
		Centners.	Centners.	Centners.	Centners.
1	Cotton goods	17,258	30,289	25,781	73,328
2	Yarn, woollen and cotton ..	2,095	3,315	1,642	7,052
3	Iron ware	4,342	7,300	6,830	18,472
4	Glassware and mirrors	1,462	2,295	1,955	5,712
5	Wood wares, fine	433	2,363	1,887	4,683
6	Musical instruments	207	1,004	1,038	2,249
7	Caoutchouc manufactures ..	289	766	561	1,616
8	Ready-made clothes	502	1,037	1,516	3,055
9	Copper and brass wares ..	481	588	719	1,788
10	Hardware	1,039	7,553	8,323	16,915
11	Leather	11,605	25,197	25,756	62,558
12	Leather wares	917	2,462	2,757	6,136
13	Linen goods	7,073	12,348	11,440	30,861
14	Paper and pasteboard manufactures	335	707	534	1,576
15	Porcelain and earthenware ..	1,044	3,547	4,073	8,664
16	Furs	226	1,153	1,167	2,546
17	Silk goods	381	1,148	1,258	2,787
18	Half-silk goods	45	172	202	419
19	Straw wares	24	569	8	601
20	Paper-hangings	196	407	199	802
21	Clothes and buckskins	23,042	19,876	24,541	67,459
22	Woollen wares	12,535	21,410	37,350	71,295
23	Weighing scales	..	428	262	690
24	Miscellaneous	381	659	303	1,343
	Total	85,912	146,593	160,102	392,607

RETURN of the Foreign Goods, wholly or in part manufactured, and of Raw Materials, imported into Leipzig in the Year 1874, including the Goods remaining in Warehouse at the close of 1873.

Number.	Description of Goods.	Imported.	Paid Duty for Home Consumption, *i.e.*, in the States of the Zollverein.	Sold for Exportation.
		Centners.	Centners.	Centners.
1	Cotton goods	11,934	5,557	1,947
2	Hardware, coarse (duty 4 th.) ..	5,637	5,252	115
3	„ fine (duty 15 th.) ..	389	334	20
4	„ finest (duty 50 th.) ..	340	195	90
5	Silk and half-silk goods.. ..	3,802	1,374	823
6	Woollen goods (duty 30 and 25 th.)	1,604	624	386
7	„ „ (duty 20 and 10 th.)	25,668	13,187	5,686
8	Cotton yarn..	51,580	35,002	10,356
9	Iron ware, coarse	21,232	20,490	1,551
10	„ fine	985	977	..
11	Glass wares..	7,129	7,012	16
12	Instruments and machines ..	18,206	18,100	43
13	Clothes and millinery	1,248	566	325
14	Copper and brass wares	196	196	..
15	Leather and leather wares, and lacquered india-rubber wares ..	7,906	6,433	689
16	Leather gloves	21	21	..
17	Linen, yarn, and thread	7,581	7,260	100
18	Linen, bleached, and linen clothes	1,609	825	269
19	Paper and pasteboard articles ..	4,702	4,241	4
20	Silk, dyed, twisted and untwisted .	333	332	..
21	Straw goods	62	62	..
22	Straw hats, untrimmed	24	24	..
23	„ trimmed	5	5	..
24	Porcelain and earthenware ..	1,529	1,506	..
25	Oil-cloth, coarse and packing canvas	64	58	..
26	Oil and leather cloth	8,074	4,843	1,171
27	Woollen yarn	40,114	27,821	7,130
28	Wood wares	4,513	4,499	2
29	Drugs, chemicals, dyes, &c. ..	52,316	52,333	246
30	Raw hides, skins, and furs ..	67,628	67,628	..
31	Cocoa-nut, palm, and other oils ..	33,992	33,758	172
32	Wool, raw, combed, and dyed ..	9,354	9,354	..
33	Miscellaneous articles	38,681	38,458	134
	Total	428,458	368,327	31,275

The general state of trade and manufacture in this kingdom is at this moment a depressed one. The chief reasons may be over-production in the former years, a too large extent of credits, and the raising of the wages of the workmen. Therefore manufacturers and exporters are suffering the most.

Leipzig, April 2, 1875.